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National Fisheries Convention . . p14

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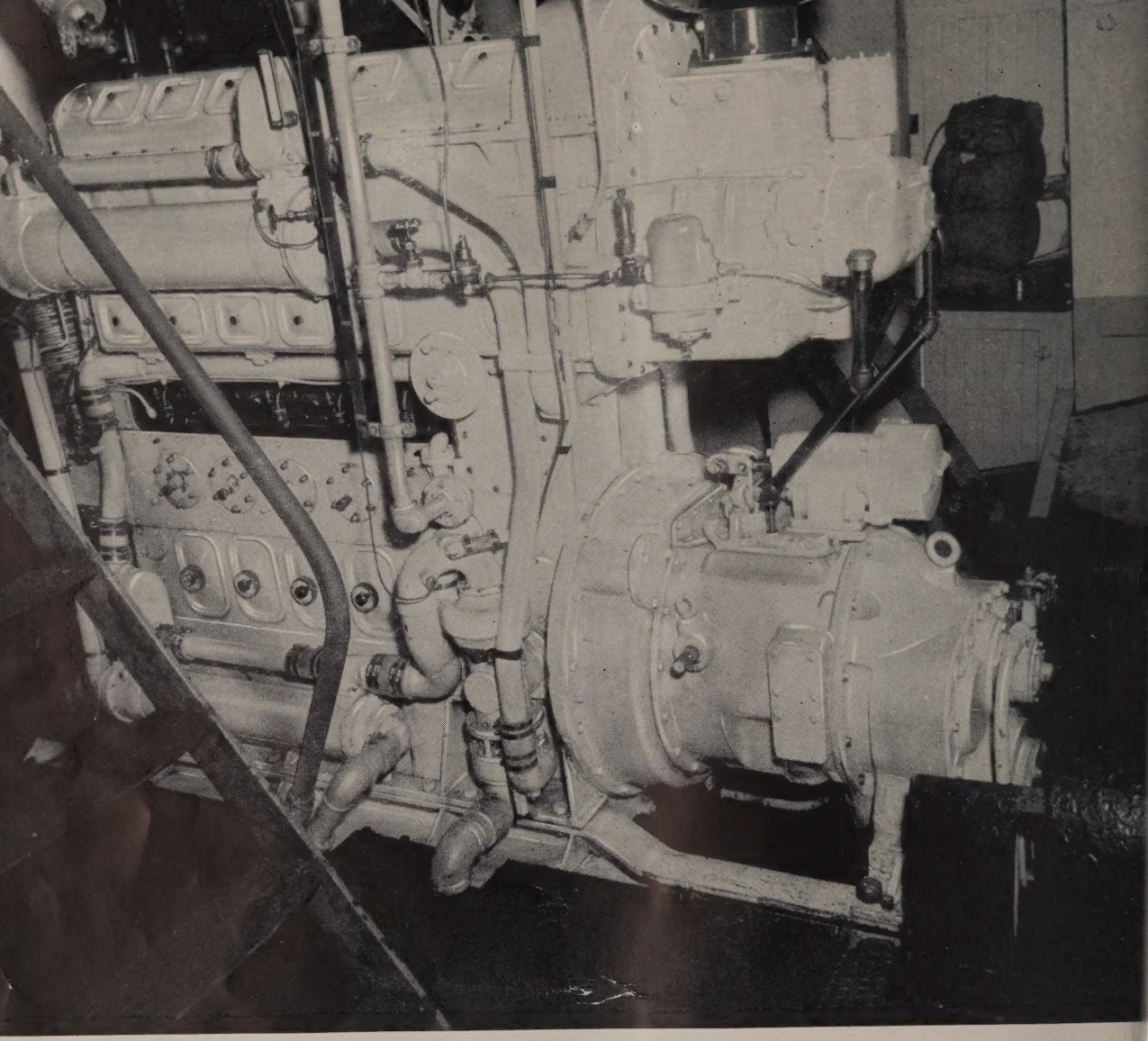
PACIFIC FISHERMAN

HALIBUT—The season opens, and here is the "Presho" in a helicopter photo hauling her gear on a wide sea.
—International Halibut Commission photo by Morris Southward.



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A MILLER FREEMAN PUBLICATION

Congress Leaves 200-Mile Limit Problem to State Department

● Opinion in Washington is that Congress is unlikely for the present to take an active position with respect to the serious problems in international relations arising out of the South American actions against American fishing vessels operating within the 200-mile width of territorial waters claimed for themselves by Ecuador, Peru and Chile.

In the first place, the Department of State seems to have asked that it be permitted to handle matters in its own way; and Congress is constrained to go along, for now.

The problem is admittedly a knotty one, and Congress seems willing to leave it to the professionals in the field—at least for a time.

A year ago Congress passed the law requiring the United States to protect and compensate fishermen interfered with in lawful operations on the high seas, as defined by American policy. The Department of State didn't want the law passed, but Congress did it anyway and it became a law with President Eisenhower's signature.

Alaska Statehood Unlikely At This Session of Congress

● Informed opinion in Washington is that there is little likelihood of Alaska achieving statehood at this session of Congress, despite the administration's obviously more friendly attitude, as manifest in its willingness to consider defense-essential reservations as a means of erasing earlier objections.

A combination bill to give statehood to both Alaska and Hawaii, coming to a vote in the House May 10, was sent back to committee by a vote of 218 to 170. The margin of defeat—attributed to opposition by the leadership of both parties—was held by some to make problematical further consideration of the subject at this session.

A move was in the making to bring in a separate bill for each territory, in line with President Eisenhower's view that each should be considered on its merits. If this is done, it is possible, of course, that either or both may pass the House—though the prospect seems rather dim in view of the action already taken.

In the Senate, however, the situation is different.

Alaska statehood failed there before, and well-informed observers in Washington believe that the margin of failure in the Senate actually was a lot wider than it seemed. It only takes a relatively small bloc of opposition, properly placed in the right Senate committees, to kill a bill.

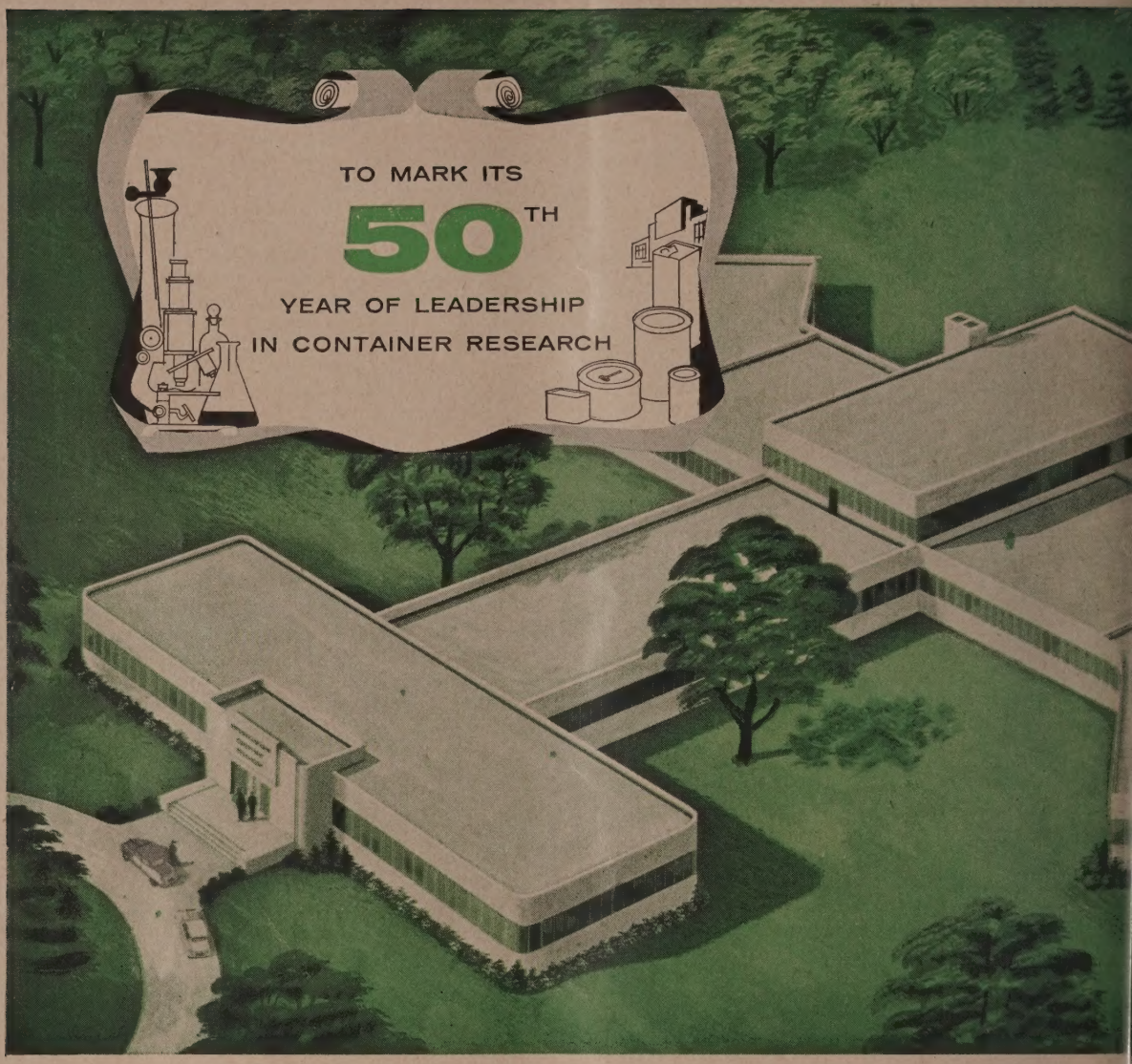
There's reason to think that such a bloc exists in strategic spots. It does little talking, but the members understand each other and their objectives well.

They just don't want any more Senate members likely to come pledged for the Employment Practices proposals; and they believe statehood-stalling tactics will help prevent this.

Research Gets Primary Emphasis

● Continued emphasis on research and marketing activities was urged by Secretary McKay's advisory committee on allocation of "Saltonstall funds", meeting April 28-29.

Reviewing applications submitted, but avoiding details, the committee approved the program launched last year by the Fish and Wildlife Service and recommended its continuance. It also submitted broad policy recommendations, with criteria to be considered in passing on pending or future applications; and advised against committing substantial amounts for construction projects.



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search center in the can-making industry

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more dramatic is the search for ways to make
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lies directly in the path of current aggressors.
roblems are staggering—but the results will
n more so. We call this vitally important
am *Operation Survival*—a name which may one
ean exactly what it says.

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pe to make significant contributions to
tion's economy without constant research
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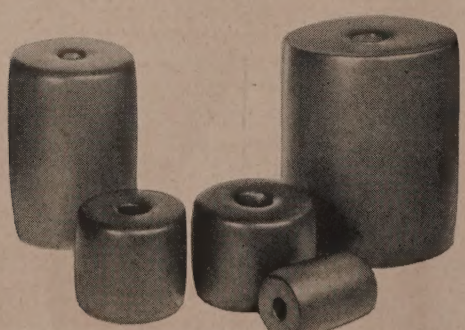

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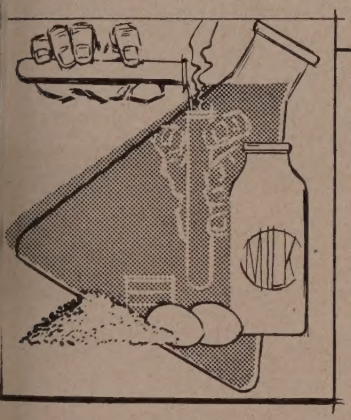

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Here's how they dredge for scallops near Stonington, Conn. Note that two *versatile* 25 hp Johnson Sea-Horses provide the power for the scallop dredger.

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Work boat operators have found that Sea-Horses give versatility to their boats that is *possible with no other type of marine engine!*

Look at the picture above, for example. Virtually every square inch of boat space is available for cargo. There are no maneuverability problems. This scallop dredger can turn in its own radius—run in water only inches deep—and be pulled right up on shore!

Service? Maintenance? Easy—inexpensive too. And anytime you want to put your Johnson on another boat, you can, in *minutes.*

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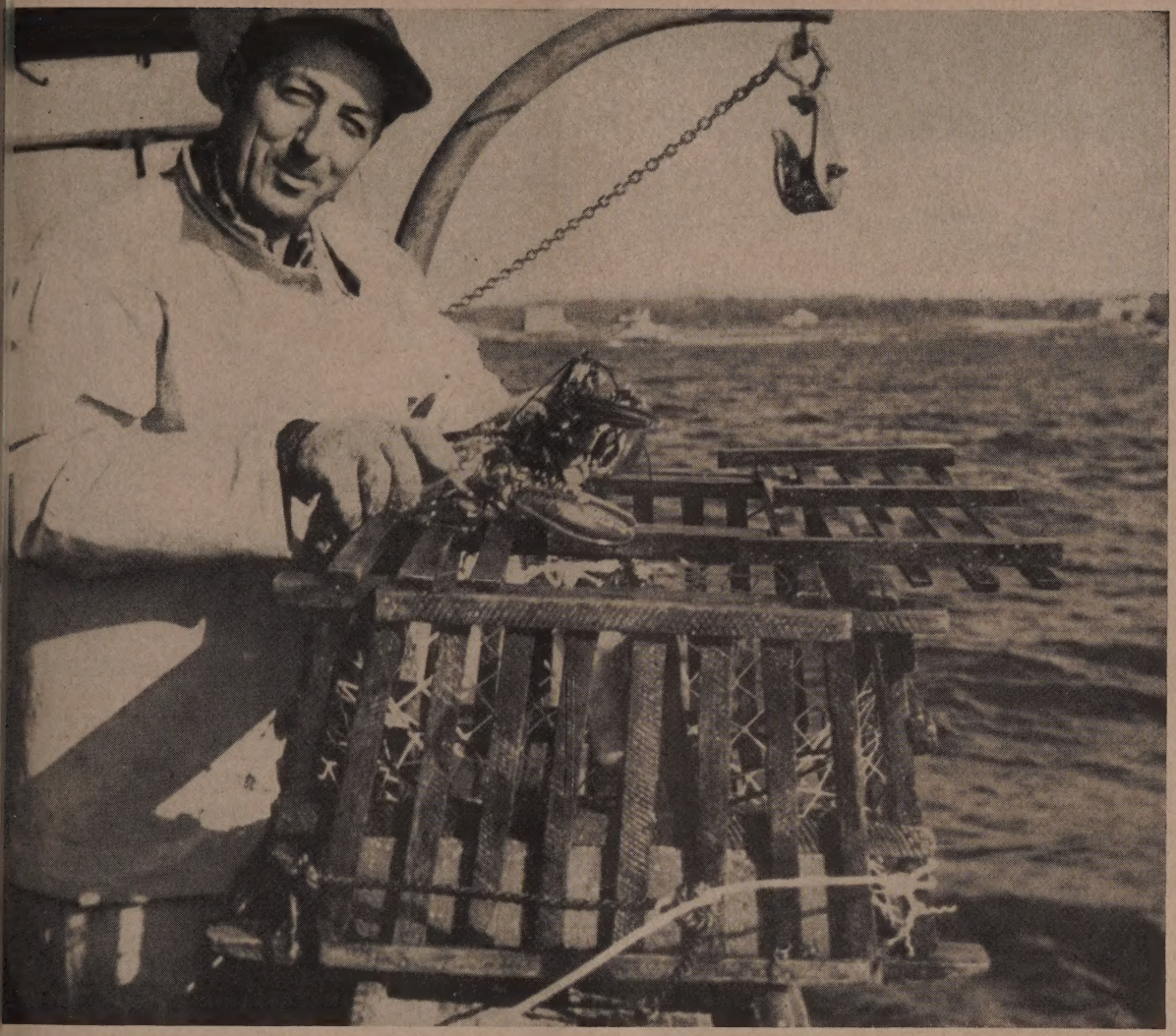

Why fishermen use

lobster heading twine of Du Pont Nylon

More and more lobster men—like this one on the Maine Coast—are enthusiastic users of Du Pont nylon for heading twine. Their reasons are best summed up by a Rhode Island lobster man who writes us:

"I've been using lobster-pot heading of Du Pont nylon for the past six years. Why? Well, I operate 350 lobster pots—with two funnels to a pot. I used to have to replace 700 funnels every year until I began using heading of Du Pont nylon. This heading practically outlives the lobster pot . . . as yet none of the nylon funnels have worn out. I know of nothing that has made my work easier than lobster-pot heading of Du Pont nylon."

You probably know, too, that Du Pont nylon is now being used more and more for gill nets, cod ends, salmon netting, shrimp nets, trammel nets and purse seines of various types—showing how fishermen prefer the long-run economy of Du Pont nylon. Nylon nets are lightweight, yet tough and durable . . . easy to handle . . . easy to clean and maintain. And nylon nets eliminate the need for drying, can thus be fished continuously. Fishermen report reduced operating costs and more profits!

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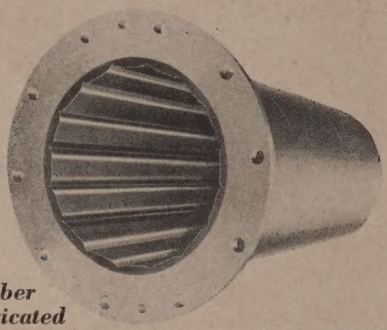
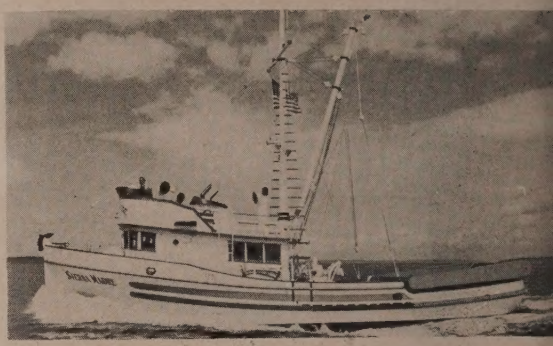


Soft Rubber Water Lubricated



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PACIFIC FISHERMAN JUNE 1955

Salmon Canning Season

Starts with no Increase Expected in Total Production

START OF 1955 salmon canning owed immediately on the opening the Columbia River season April with the best catches in many rs. In Alaska, the Copper River a legally opened May 1, though, isual, no Red run was expected for ther week, and the canneries were to start on the 9th. With Cook Inlet ning for gillnets May 25, and the th Peninsula on the 27th, opera- is will be gradually expanding for next month, though no really large duction is expected before July 4, en the Bristol Bay run should be on. As for over-all production, there is e on which to base definite expec- ons; but it may be said that no y substantial increase over last r's poor record can reasonably be ced for. Packers *hope*, but without ch basis, for a slight increase in ska Reds, but this (if it comes) is ly to be more than offset by a siderable shrinkage in Puget Sound keyes.

No important change from last year o be anticipated in Alaska's Pink put—it may be somewhat larger, even smaller; but the return of the nk year" on Puget Sound should vide a substantial increase in the ply. No immediate repetition of year's abundance of Chums is re- ded as "in the cards"; while the spect for Cohoes and Kings (really ior items) is anybody's guess.

THE NEW PACK, in general, will me onto an exceptionally bare rket. Not long ago it looked as if e would be a sizable carryover of and Sockeye halves, but there is longer any real surplus even in se items, while the 1954 pack of rything else went into distribution g ago.

n view of existing restrictions and probable scarcity of fish in major areas, much of the Alaska pack will again be made through joint operations. These, as indicated in the accompanying tabulation, show a considerable number of changes among the participants; especially in Southeast Alaska; but most of the canneries in operation last year will continue, with some additions in various areas. As for freezership operations on Bristol Bay little definite could be learned, but it was believed that both the general extent of their activities and the list of vessels would show little change.

Aside from the vital question of fish supply, the Alaska season seems to be starting under fairly favorable conditions. Labor negotiations had made good progress up to presstime, with no serious difficulty and nothing to delay operations. Agreements had been signed with the Alaska Fishermen's Union on all matters within its jurisdiction except for Bristol Bay (now the only area where fish prices are agreed on collectively); and with the machinists, carpenters and radiomen — involving, in general, an increase of $20 a month in basic pay, with higher overtime pay.

To be negotiated later in May or early June were agreements for Bristol Bay with the A.F.U. and the resident Bering Sea Fishermen's Union, and with the non-resident and resident groups of cannery workers for Alaska in general.

• *CORDOVA DISTRICT* wages and fish prices remain at last year's level, having been settled on the eve of the opening. The Copper River fishing grounds were reported clear of ice, or sure to be so by the time the Reds appeared. On the basis of past performance, however, there was no real hope of any such pack of Copper River Reds as in 1954; but a number of new gillnetters were shipped to this district late in April by freighter from Seattle. With Prince William Sound still closed, packing continues limited to a few plants around Cordova:

Cook Inlet crews and equipment were going north in late April and early May, when considerable snow was reported still on the ground, but was not expected to cause any material delay in preparations. With fishing limited to two days a week for the third successive year and a light escapement in the brood-year of this cycle, only a light run of Reds is expected. Chums are considered unlikely to approach their record 1954 figure; while this is the "off year" for Pinks, of which the average for the last ten "off years" is about 31,300 cases.

• *BRISTOL BAY* now commands major attention and outfits were being prepared to go north in late May and early June. Seasonal opening for Reds is set for June 25 but, because of weekly closures, fishing does not start till the 27th, and no important run is expected until the following week. Not much increase, if any, over last year is expected in the run, and fishing and packing operations are scheduled to continue on about the 1954 scale.

In the South Peninsula area one more cannery will be in operation. Reds are always a great uncertainty here, depending largely on weather conditions; but this is the "good year" for Pinks, and a very substantial increase in this species is a reasonable expectation, though the regulations will limit production somewhat. Little is expected at Chignik, which is entirely closed to traps this year, and canning will be on a small scale.

ALASKA SALMON CANNERY OPERATIONS — 195

Preliminary line-up of active canneries and joint operations, as definitely as could be ascertained at pressti of this issue. The groups shown below represent joint operations, with the operating plants in boldface ty and other participants in lightface.

BRISTOL BAY

Pacific American Fisheries, Dillingham
Alaska Packers Assn., Clark Point
Bristol Bay Pkg. Co., Dillingham
C.R.P.A., Combine Creek
Libby, McNeill & Libby, Ekuk

Queen Fisheries (fl.), Nushagak Dist.

Alaska Packers Association, Naknek
Pacific American Fisheries, Naknek

Libby, McNeill & Libby, Koggiung
Bristol Bay Pkg. Co., Pedersen Pt.
Intercoastal Pkg. Co., Naknek
Peninsula Packers, floating

Red Salmon Cannery, Naknek
C.R.P.A., Naknek
Nakat Packing Corp., Nakeen
Peninsula Packers, floating

Alaska Packers Association, Egegik
Libby, McNeill & Libby, Egegik

Egegik Packing Co., Egegik
Peninsula Packers, floating

L. G. Wingard Packing Co., Ugashik
Alaska Packers Assn., Pilot Pt.

PENINSULA & CHIGNIK

Pacific American, Port Moller

P. E. Harris Co., False Pass
Peninsula Packers

Pacific American Fisheries, King Cove
Pacific American, Squaw Harbor
Alaska Pacific Salmon Co., Sand Pt.

Parks Canneries, Ivanof Bay

Alaska Packers Association, Chignik
Chignik Fisheries Co., Chignik
Pacific American, Chignik

KODIAK AREA

Alaska Packers Assn., Larsen Bay
Pacific American Fisheries

Halferty Canneries, Kodiak

Kadiak Fisheries Co., Port Bailey
Kadiak Fisheries Co., Shearwater

Ouzinkie Packing Corp., Ouzinkie
(Also custom canning)

Pacific American Fisheries, Lazy Bay
Libby, McNeill & Libby, Moser Bay
Alaska Packers Assn., Alitak

Parks Canneries, Uyak

San Juan Fishing & Pkg. Co., Uganik Bay

Washington F.& O.Co., Port Williams

West Point Canning Co., Uganik

COOK INLET

Alaska Year Round Canneries, Seldovia

Alaska Shell Fish Co., Seldovia

Berman Packing Co., Ninilchik

Emard Packing Co., Anchorage

Fidalgo Island Pkg. Co., Port Graham

Kenai Packers, Kenai

Libby, McNeill & Libby, Kenai
New England Fish Co.

Port Chatham Packing Co., Portlock

Seldovia Bay Pkg. Co., Seldovia

Snug Harbor Packing Co., Snug Harbor
Pacific American Fisheries
Cook Inlet Packing Co., Seldovia
(Also custom canning)

COPPER RIVER, Etc.

Copper River Co-Op. Co., floating

Cordova Fish & C. S. Co., Cordova

New England Fish Co., Orca
Halferty Canneries, Cordova

Western Fishermen, Inc., Cordova

SOUTHEAST ALASKA

Annette Islands Canning Co., Ketchikan

Excursion Inlet Pkg. Co., Excurs. Inlet

Farwest Wrangell Co., Wrangell

Fidalgo Island Pkg. Co., Ketchikan
Ketchikan Pkg. Co., Ketchikan

Haines Packing Co., Letnikof Cove

P. E. Harris Co., Hawk Inlet
Todd Packing Co., Todd

Hood Bay Salmon Co., Hood Bay

Independent Salmon Canneries, Ketchi

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Keku Canning Co., Kake**
Whiz Fish Products Co., Tyee

Klawock Oceanside Pkg. Co., Klawock
Hydaburg Co-op. Assn., Hydaburg

Libby, McNeill & Libby, George Inlet
Pacific American Fisheries, Kasaa

Lutak Fish Co., Haines

Nakat Packing Corp., Ketchikan
Nakat Packing Corp., Hidden Inle

Nakat Packing Corp., Waterfall
Libby, McNeill & Libby, Craig
New England Fish Co., Noyes I.

New England Fish Co., Chatham

New England Fish Co., Ketchikan
Libby, McNeill & Libby, George I
Nakat Packing Corp., Ketchikan*

Pacific American Fisheries, Petersbu
Libby, McNeill & Libby, Petersb
Fidalgo Isl. Pkg. Co., Pillar Bay

Pelican Packing Co., Pelican
Icy Straits Salmon Co., Hoonah
Bellingham Canning Co., Yakutat

Petersburg Processors, Inc., Petersbu

Petersburg Seafoods, Inc., Petersburg

Pyramid Fisheries Co., Sitka†

Taku Fisheries, Juneau‡

Wards Cove Pkg. Co., Wards Cove

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*Seine fish only.

†Buying fish from Superior Pkg. Co.

‡Under lease to Halferty Canneries

**Operated by Whiz Fish Products C

In the Kodiak area, with the Karluk and Red River districts closed through the best part of the season, little or no increase over last year's poor figure for Reds seems in prospect, and it is very doubtful whether this area's good 1954 record in Pinks and Chums can be duplicated.

Southeast Alaska prospects are generally considered hardly as good as last year, with trap and seine fishing still closely curtailed, and the Pink run — normally by far the greatest factor in this area—based on the poor run and escapement of 1953. Another big run of early Chums might go far to maintain the total output, but it seems doubtful whether this species will repeat last year's performance.

Eric Fribrock in Europe

Eric J. Fribrock of the Snug Harbor Packing Co. of Seattle and Cook Inlet, has been visiting his mother in Sweden, being with her on her 97th birthday last month. Previously he had enjoyed a "Roman holiday" and tr through a number of European tries.

Will Meredith Passes

Will Meredith, 82, for many associated with his brothers, and Crad, in the Meredith Fis Sacramento, Calif., passed aw April. He leaves a wife, Blanch daughters, and a son. Meredit Co. is Sacramento's oldest wh fish house.

'una Inventory Drops, But Heavy Supplies Are in Prospect

California's pack of canned tuna the first three months of 1955 ran ittle less than that for a similar iod in 1954: 1,466,145 standard es, as compared to 1,703,997.

Canners reported about a million-e drop in the inventory since Jan. with about 2,000,000 cases still to merchandised—an inventory that, April ended, was running higher in in 1945.

There was every reason to expect it the Industry-Fish and Wildlife vice's "Summertime Is Tuna Time" omotion, with National Tuna Week for June 2-11, would do a great al to clean out the warehouses and e the industry a chance to "start er again." It must be remembered, wever, that 1954 produced the eatest pack in history, more than ,000,000 cases.

There is no minimizing the fact at there is a large piling-up of ton-ge waiting for processing, and an nount-to-be-reckoned with afloat. nd imports of frozen tuna to San edro and San Diego were not small r the period of Jan. 1 through April : approximately 17,714 tons. For a nilar period in 1954, San Pedro re-ived only 5,670 tons of frozen im-orted tuna. Looking at the situation nother way, the tonnage delivered by e domestic fleet for the first three onths of 1955 exceeded the amount imports by only about 1800 tons.

Cost-wise for canners, the reduction the raw price of tuna during recent eeks, from $320 a ton for Yellowfin $310 and to $270 for Skipjack, was pected to make a cheerful differ-nce in the accounting departments the various canneries.

There was a not-too-happy drop in ne pack of tuna specialty products, ich as tuna-and-noodles, for the first ree months of 1955, as compared the previous year.

Despite the threat of heavy tonnage, omestic and imported, the amount of na received by Southern California anneries for the first three weeks of pril was only about 20 tons more an for the same period of 1954.

Press reports from Washington, D. indicated in April that there was me government support to prevent hat was believed to be a move on the part of Japan to "dump" about 600,000 cases of tuna-in-brine in the United States. Such a pack, in order to justify invoking the anti-dumping law, would have to be offered for sale in this country at below production cost.

For the first three months of 1955, approximately 754,000 pounds of tuna in brine from Japan had entered this country.

The California Fish Canners Association estimated for January of this year a 26½% increase of imports of frozen tuna into the United States, a 58% increase of tuna canned in oil, and a 46% increase of tuna-in-brine.

As this issue of *Pacific Fisherman* closed, it was reported that frozen Albacore from Japan was being offered at $250 a ton; Yellowfin at $210, f.o.b. Japan. Approximately $65 a ton is required for ocean freight and handling, at present rates.

Columbia River Opens With Best Catch in Ten Years

● "Best first-day's catch in ten years" was the comment of canners on the opening of the Columbia River salmon season April 30. The fish were there, in all fishing areas of the river, and many initial catches, especially in the upper-river area, weighed out at more than a ton. Fair catches were reported above Bonneville, with both Indians and gillnetters fishing. The general average between Astoria and Oneonta was figured at about 700 lbs.

The opening was preceded by a sharp increase in the amount at Bonneville dam several days earlier; and the run was more than just a spurt. Catches in the lower river, as usual, dropped off considerably after the first day, but held up through the first week much better than they usually have done in recent years. Further, the run through the Bonneville fishways continued substantial, and fishing in the Celilo area was said to be the best on the river toward the end of the week.

In the lower river, between 500 and 600 gillnetters were ready to go as the opening day dawned. Both "divers" and regular driftnets were having success, but "divers" were expected to predominate through the early season.

Right at the start, canners were faced with threat of a strike of cannery workers, members of the United Packinghouse Workers, who had made proposals that were quite unacceptable to the operators. At the last moment, however, they voted to accept one of several counter proposals advanced by the industry—to continue under the terms of last year's contract, with some minor adjustments.

California Canned Tuna Pack—March, 1955

(In cases of 48 cans, except as indicated)

White Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	Misc.*	Total
1 lb.	805	256	...	...	...	...	...	1,061
½ lb.	77,931	21,024	13,576	25,133	...	...	...	137,664
¼ lb.	18,708	...	1,364	...	...	...	...	20,072
½ lb.	...	...	...	...	...	...	4,090	4,090
Total in ½ lbs.							...	**116,906**
Light Meat								
4 lb. (12)s	105	...	223	...	...	...	...	328
1 lb.	1,132	...	1,630	50	...	...	...	2,812
½ lb.	69,271	955	254,715	43,586	2,824	5,660	...	337,011
¼ lb.	11,236	...	28,756	...	...	†6,681	...	46,673
½ lb.	...	...	...	...	...	...	18,129	18,129
Total in ½ lbs.							...	**428,297**
Yellowtail								
1 lb.	...	...	...	119	...	...	...	**238**
Total	...	...	...	...	...	...	...	...
Totals	**179,188**	**22,235**	**300,264**	**68,888**	**2,284**	**12,341**	**22,219**	**‡545,441**

*Tuna Specialty Products, converted to ½-lbs.
†¼-lb. 100s.
‡Total case pack converted to ½-lbs.

New officers of the National Fisheries Institute—seated, from left: Jack Meletio, secretary; E. M. Concann retiring president, now chairman of the board; Francis M. Taylor of Florida, the new president; Lloyd Turnacl Sacramento, Calif., the new treasurer. Standing: Jack Styron, A. D. Levy of San Francisco and Ralph Carr, vice-presidents; Charles E. Jackson, general manager.

NATIONAL FISH PROBLEM

How to Keep A Snowball Growing

• How to keep business which has rolled-up like a snowball from melting away was the central concern of the tenth annual meeting of the National Fisheries Institute, which convened in New Orleans late in April.

Where two years ago at the Washington, D. C., convention fish sticks were only an unconfirmed rumor, they were directly or indirectly the dominant subject at New Orleans. Something which had grown from 0 in the spring of 1953 to 7,000,000 lbs. of packaged, cooked, ready-to-heat, ready-to-eat food in March, 1955, could not fail to command the industry's concern.

The pattern has been one of growth. How to keep it such concerns the industry acutely.

• *WORKING CONVENTION* — A characteristic of the N.F.I. convention of 1955 was the unusual degree to which sections and groups and product committees devoted themselves to problems of common concern.

Men with particular interest in halibut, industrial products, fish sticks, fresh fish, crab meat, quality control, traffic, and public relations devoted themselves earnestly to these fields in special meetings.

Conversely, there seemed to be less of a tendency toward trading at the convention; with individual business, buying and selling, occupying less time and attention.

• *ACTUAL ACTIONS* — Steering a careful course, which deviated not from the Institute's hands-off-tariff policy, NFI leaders kept the convention from Controversy Reef, despite an occasional cross-current running in that direction.

Formal action called for:

1. Ratification of the Great La fisheries treaty with Canada.
2. Maintenance of the wage-h exemption for the fish industry.
3. Fearless action to protect Am ican fishing vessels on the high s and approval of the action taken the Department of State.
4. An end to power dam const tion on salmon streams, except wh *necessary* to the national defense.
5. A Gulf of Mexico weather s
6. Withdrawal of the Federal ernment from business in competi with private enterprise.
7. Maintenance of right of Se tary of Agriculture to intervene I.C.C. rate cases.
8. Establishment of a Spea Bureau by the NFI.
9. Opposition to regulatio motor vehicle leasing by ICC.
10. Opposition to adoption by I.L.O. of international treaties matters of domestic concern, suc employment and working condi on American fishing vessels.

• *WHAT WAS NOT DONE* Herein lay some of the most inte ing aspects of the national fish convention.

Quality Standards—Although t work had been done by an Ins committee through the past year; tative voluntary standards had drawn up; and the Fish and Wi

PACIFIC COASTERS WERE PROMINENT AT THE CONVENTION

om Lazio of Eureka at left, top row; then E. H. Schultz, Amende & Schultz, Los Angeles. His partner, E. E. mende, is at right of this group, with Louis Vitale, Los Angeles Smoking & Curing Co., between. T. Neil Taylor, orfish Sales Co., Oakland, at left of next group, with Wm. Eardley, Jr., Eardley Fisheries Co., Seattle; Aldo Casaretto, Koulouris & Casaretto, Los Angeles, and Palmer Olson, New England Fish. Co.

ower tier, from left: Myer Bornstein, Bornstein Seafoods, Inc., Bellingham; Lloyd Turnacliff, Meredith Fish Co., acramento; A. D. Levy, Washington Fish Co., San Francisco; T. Neil Taylor, Norfish Sales; Emanuel Stein, Pueblo, olo.; T. H. Sorensen, Fishermen's Federation, Vancouver, B.C. Mrs. Lowell Wakefield (at right) had charge of Wakefield's Deep Sea Trawlers' exhibit.

rvice, with the Department of Agri-lture, made a strong "pitch" for the oject, the Institute took no action ward the establishment of such andards.

Territorial Waters — Lacking any okesmen for the tuna industry, and y current crisis in connection with rimp fishing in the Gulf of Mexico, e Institute convention showed scant terest in the subject; and was con-nt to touch it only in the form of a solution, adopted without discussion. his declaration approved the State epartment for its "prompt action in rotesting this unlawful seizure of our shing vessels on the high seas"; and ged the President, Secretary of State d Congress "to take all action neces-ry to protect United States fishing ssels in their operation on the high as."

NEW OFFICERS — Francis W. aylor, head of the Warren Fish Co., ensacola, Fla., was elected president f the National Fisheries Institute, cceeding E. M. Concannon of hicago.

Jack Meletio of the Meletio Sea ood Co., St. Louis, was chosen na-onal secretary and Lloyd Turnacliff f the Meredith Fish Co., Sacramento, as elected national treasurer.

Officers of the two Pacific regions f the NFI were elected as follows:

Pacific Southwest — A. D. Levy, Washington Fish Co., San Francisco, egional vice president; directors: T. Neil Taylor, Norfish Sales Co., Oakland; Donald Haywood, Freeman Certi-Fresh Foods, Los Angeles; T. D. Sanford, F. E. Booth Co., San Francisco; John Vitalich Jr., San Diego; Fred Besart, Denver; Victor Elliott, Shrimp Processors Co., Los Angeles; Al Tafanelli, Sacramento.

Pacific Northwest — W. B. Hall, Booth Fisheries Co., Seattle, regional vice president; directors: E. A. Ruthford, San Juan Fishing & Packing Co.; Walter Hanson, James Farrell & Co.; Norman Weitkamp, Washington Fish & Oyster Co.; John McCallum, McCallum-Legaz Fish Co.; Rufus Littlefield, Seattle Sea Foods Co.; Palmer Olsen, New England Fish Co., all of Seattle; and Peter Formuzis, Consolidated Sea Foods Co., Tacoma; and Meyer Bornstein, Bornstein Sea Foods, Inc., Bellingham.

The next convention will be held in Miami Beach, Fla.; followed by meetings in Chicago in 1957 and San Francisco in 1958.

Congress of the United States was represented at the N.F.I. convention by Representative Thor Tollefson of Washington—and by him alone.

No Punches Pulled . . .

• No punches were pulled and no holds barred when the NFI squared away with the problem of product quality at the New Orleans convention.

Consensus was that Quality—with a big Q—is a key factor in keeping the business "snowball" snowballing, and from melting.

S. M. Rosenberg, president of the New England Fish Co., Seattle, chairman of the NFI Quality Committee, presided at the Quality Session, and put the point this way:

"Quality and merchandising are the whole story for a prosperous fish business.

"Good quality begets healthy demand."

E. M. Concannon and S. M. Rosenberg, speakers on the Fisheries Quality panel at the Tuesday morning (April 26) meeting. Mr. Concannon, left, retiring president, is now chairman of the board of N.F.I.; Mr. Rosenberg, president of the New England Fish Co., Seattle, was panel moderator and chairman of the Quality Committee.

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AMONG THE EXHIBITORS AT THE N.F.I. CONVENTION

At left, J. T. Schooler of Schooler Mfg. Co. shows his Wrapmaster packaging machine. Upper, from left: Gorman Heimueller and Tom Nabors, Golden Dipt Div., Meletio Seafood Co.; John N. Renneburg, pres. Edward Renneburg & Sons; Sam Silverman, pres., and Leonard Wolfe, New England representative, Modern Maid Food Products. Lower, from left: At Linen Thread Co.'s booth, Frank Flewelling, mgr. netting sales, and John J. Hughes, Baltimore mgr., talk it over with Washington Congressman Thor Tollefson; P. Amerio, pres. Amerio Contact Plate Freezer, Inc., in Amerio booth; Karl B. Norton talking with John McCallum, McCallum-Legaz Fish Co., Seattle.

Judges' reports on the grading of samples in the convention cutting; and of technologists on critical testing of breaded shrimp and fish stick samples were blunt, and generally destructive of self-satisfaction.

The facts were frank and full in proving that there is general opportunity for improved quality in all categories of products examined. Judges with some evidence of discouragement reported that ratings failed to show improvement over former years.

The principal point of criticism seemed to be in the matter of workmanship. Inaccurate weight was another problem; and excessive breading in the case of shrimp was more marked than in previous years.

The reports of the judges, backed-up by members' own inspections of the samples cut, proved powerful argument for conscientious and consistent striving for product quality as a means of protecting industry prosperity.

• Another Pacific Coaster — Gil Kuhn of Marine Products Co.—by his very intensity and earnestness, as well as by his words, stole the show in the second half of the Quality and Merchandising session of the NFI.

His black eyes blazing, he challenged:

"We pioneer a new prospect of expansion in the greatest of all businesses—food—with packaged frozen products; and are we going to miss our great chance?

"We have a product with character which other foods can't duplicate. Are we going to ruin our opportunity by neglect of our quality? It is the essential ingredient of our business.

"What do we need to sell more shrimp? 'Deals' for dealers? Price cuts? No; just quality, of the highest; and backed by intelligent merchandising."

Mr. Kuhn predicted a strong trend toward peeled, deveined shrimp in the frozen-headless field as result of the development of satisfactory machines to do this work.

• Convenience foods — with fish sticks as the brilliant example for the fish business—today offer an opportunity and a potential of breath-taking character.

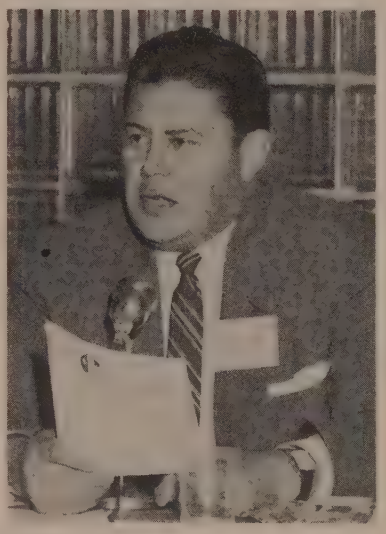
Lack of quality can kill it.

Fresh Fish Men Rally

• Claiming a trend back to fresh fish handling by progressive super-markets, fresh fish men—as distinguished from those specializing in frozen—rallied at the NFI New Orleans convention for a drive to regain lost ground.

With an intense and trenchant demand for quality products and decency in business morals, George V. Castagnola of Santa Barbara won generous applause from a crowd normally blase' and unimpressed.

Believing what he said, he made others believe him:



Gil Kuhn of Marine Products Co., San Diego—a forceful speaker at the Merchandising Panel.

"Don't buy fish which shouldn't be sold. That's the first lesson for a first class fish dealer. I don't want junk at any price.

"There is no substitute for quality when you're selling fish. It costs money to sell quality, but anything else loses money."

In the fresh fish discussions, which rolled to a boil several times during the convention, there were a myriad of ideas, proposals, challenges, accusations and denials — but none voiced with the conviction, and the general impress upon the audience of the Castagnola doctrine.

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At left is Jack Meletio, in charge of Golden Dipt div., Meletio Sea Foods Co., St. Louis, new N.F.I. secretary, with his infectious smile; Rufus Littlefield, Seattle Seafoods, Inc., with Palmer Olson, New England Fish Co.; Robert L. Stix of Robert L. Stix, Inc., New York and Los Angeles, and Jack Alhadeff of Whiz Fish Products Co., Seattle.

Fish Treaties Can Heal Territorial Sea Dispute

• Pacific halibut treaty between the United States and Canada must be credited with a major role in these nations' brilliant demonstration of international cooperation, peace and friendship.

So James Sinclair, Canada's minister of fisheries, told the National Fisheries Institute at New Orleans late in April.

"In no field has this cooperation between our nations been so marked as in fisheries—cooperation so successful and so much to the advantage of both participants as to be a model to other countries in the intelligent handling of international affairs.

"This cooperation between Canada and the United States in fisheries matters has not been accidental or easy to develop. It has been the result of years of patient effort by far-sighted men of both nations."

Once more he placed the government of Canada squarely on record in favor of free fishing on the high seas, with treaty protection for the interests of coastal nations and those with positions developed by historic, scientific, administrative and conservational records. He said:

"Some nations arbitrarily push their boundaries 12, 20, 50, even 200, miles out to sea to try to preserve the fisheries of this belt for the sole use of their own nationals.

"Long ago Canada and the United States found a different and much better solution to this problem — by international conservation on the high seas."

James Sinclair, Minister of Fisheries of Canada, one of the principal speakers at the N.F.I. Convention.

Mr. Sinclair then outlined the successful application of the halibut, Sockeye salmon, fur-seal and North Atlantic treaties; and particularly of the North Pacific treaty, "which introduced a new principle in international fisheries conservation — the principle of abstention, by which each side agrees to abstain from fishing in the other half of the ocean for fish which are under scientific conservation, are fully protected and are being fully utilized."

• Bidding again for treaty handling of Pink salmon problems, Mr. Sinclair said:

"There is just now one major fishery common to our nations remaining to be protected by similar conservation measures—the valuable Pink salmon of the West Coast. Canada is anxious to have this fishery protected, and would be agreeable to having it included either under the North Pacific Fisheries Commission or in the work of the very successful international commission on Sockeye salmon. The need for such a treaty is becoming acute, as this year our Canadian fleet will make a maximum effort in this fishery out on the high seas.

"This record of successful conservation through international cooperation between our nations has proven to be a better way than the arbitrary extension of territorial waters practiced by other nations."

Mr. Sinclair's address established a new-high in Canadian representation before the NFI, and he closed it with a deft touch on the topic of trade. Reminding his hearers that the United States has a half-billion favorable balance in its trade with Canada — and that Canadian fish-producing costs approximate those in the United States, he closed:

"Our two nations have given an example to the world in cooperation—cooperation in the conservation of our fisheries—cooperation in the exchange of fisheries scientists and scientific information — cooperation in sharing technical knowledge and marketing techniques in our fishing industries—cooperation in accepting the same standards of quality in production—cooperation in reciprocal port privileges for our fishing fleets—and I sincerely hope that we will continue our past record of cooperation in the trade of our fishery products."

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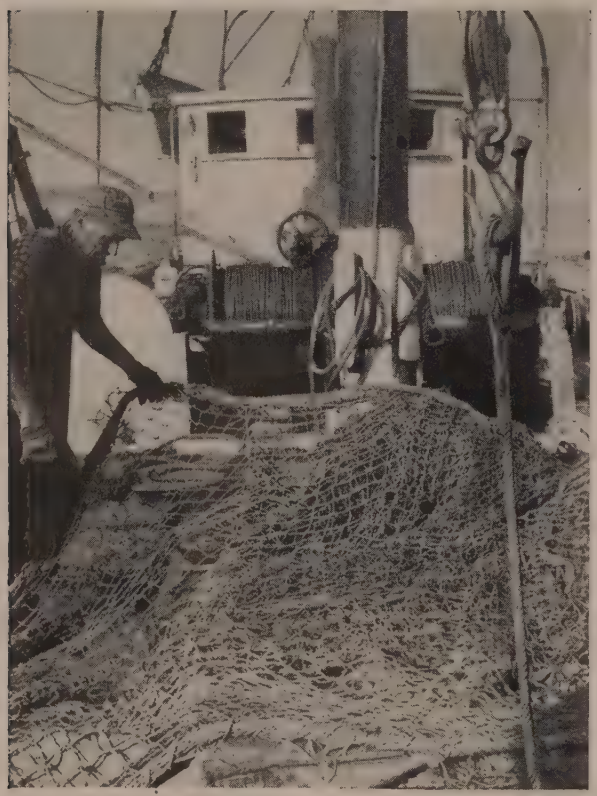

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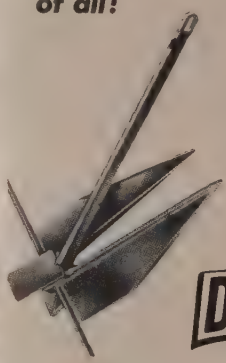
New Coast Guard boats carry Danforth* anchors

The Coast Guard fleet that plays watc dog along the coasts and possessions the United States is taking on a ne look—scrappy, 20 knot, 40-foot ste picket boats, and fast, seaworthy 9 footers. Through scientific test a experience, the Coast Guard kno how to equip its boats, so new co struction carries Danforth anchors. all kinds of weather, and off the Atla tic, Pacific, Gulf, Hawaiian, Alaska and other Coasts, the Coast Gua depends on the one anchor that *hol* better and *handles* easier than any oth anchor—the Danforth. Isn't it time f you, too, to give that old bower t deep six and invest in the security th only Danforth can give you?

Equip your boat, too, with the safest anchor of all!



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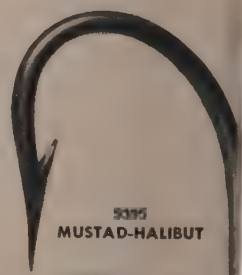
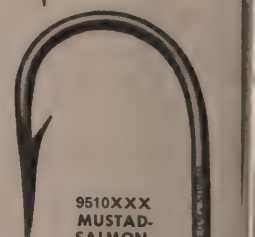
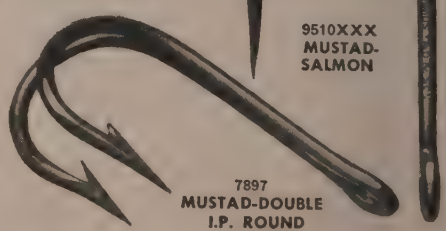






PACIFIC Fisherman's NEWS

JUNE 1955

Part of California Tuna Fleet Is Again Tied Up

A large number of San Diego and an Pedro tuna boats—both clippers nd seiners — were again idle when tar-Kist Foods, Inc., Terminal Island, uspended sailing orders in late April ith the announcement that the canery could handle, for the present, nly what was afloat and the potential rom boats currently at sea.

Van Camp Sea Food Co. and Westate-California Tuna Packing Co., the emaining major packers, were still uying tuna and had not, as this issue losed, suspended sailing orders. Prices emained at $310 a ton for Yellowin; Skipjack, $270.

Fishermen and their organizations, ollowing the tieup of the Star-Kist leet, sought community support in heir effort to secure protection against he increasing imports of frozen tuna ow being canned by California lants. Representatives of the Fishermen's Cooperative Association, the ILWU Fishermen's Union and the Commercial Fishermen's Inter-Insurance Exchange have been working in concert with the San Pedro Chamber of Commerce, the City Council and the Harbor Department in an emergency committee.

In the week of April 17-23—five bait boats and seven purse seiners unloaded at San Pedro, and only two clippers at San Diego, as compared to eight bait boats for the same week in 1954 at San Diego and eight clippers and 10 purse seiners at San Pedro.

In the meantime Star-Kist was preparing to process tuna from the boats in port and currently at sea. About 40 seiners were at sea and about 15 in port, with capacity loads. Fishing was reported excellent in the Gulf of California, with Yellowfin predominating in the catches, as April ended.

American Tunaboat Association's vessels fishing for Westgate-California and Van Camp were leaving port after unloading under separate contracts, at $310 a ton, negotiated by ATA with each company, covering a period of five years.

In late April the ILWU Fishermen's Union announced plans to picket vessels delivering imported tuna to San Pedro, and expected the support of the ILA in such picketing.

Long-term goal of the emergency industry-community tuna fishery committee was emphasized as trying to limit imports of tuna from Japan to a reasonable and fair share of the U. S. market for canned tuna. In the meantime, the committee was setting up a letter-writing campaign to secure help for the industry, which is currently running on its nerves and suffering from the fact that an estimated 52% of the U. S. tuna supply is now coming from Japanese fishermen.

Japan Frozen Albacore Half-Year Quota Set

The Japan Export Frozen Marine Products Association, in assigning quotas of production for export to its members, has decided to divide the tuna year (April 1 to March 31) into two halves, and for the first half of this year, April 1 to Sept. 30, has definitely set 30,000 tons as the over-all production limit.

New Juneau Boat Shop

Chas. Warner Co., Juneau fisheries supply house, agent for Johnson outboard motors, has opened a new boat shop with Glen Jacobs, well-known boat builder, as foreman.

* * *

Bud Soule's 33′ troller *Wenonah*, out of Ilwaco, Wash., which he was buying from George Byron of Aberdeen, sank suddenly April 21, from unknown causes. Soule had to swim, but was rescued by another troller.

Trolling Begins In California

Charlie Graham and his boat *Viva* were credited with delivering the first salmon of the 1955 season at Eureka, following opening on the northern California coast May 1. Graham brought in 1100 lbs. for the Consolidated Fish Co., according to Joseph Sabella, manager.

Immediately before the opening, dealers and fishermen at Eureka had agreed on the following price schedule for dressed salmon: large, 40c per lb.; medium, 32c; small, 29c.

About 100 boats were working out of Humboldt Bay, with others basing at Trinidad and Crescent City.

Bad weather, which marked the early days of the season, kept the San Francisco boats in port. Dealers and fishermen there had tentatively agreed on an opening price of 36c per lb. for large salmon, 30c for small.

Good Salmon Catch In Monterey Bay

Sardines may be missing from Monterey Bay, but the salmon came back last month. More than 20 tons of salmon were landed at the municipal wharf in Santa Cruz in one day, with more than 100 boats fishing.

Malio J. Stagnaro, president, Cottardo Stagnaro Fishing Corp., Santa Cruz, said it was the best salmon run in Monterey Bay since before World War II.

* * *

George Plancich, Gig Harbor, Wash., owner of the seiner *Norman B*, is repowering his seine skiff with a 95-hp. Universal Explorer Six with 2 to 1 Paragon reverse and reduction gear. The engine is cooled with a Sudbury Aqua-Clear feeder. The propeller is a 20″x14″ Federal. The engine and accessories were supplied by Pacific Marine Supply Co., Seattle.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing Boat-M.V. Lincoln
Caterpillar D17000 Diesel engine

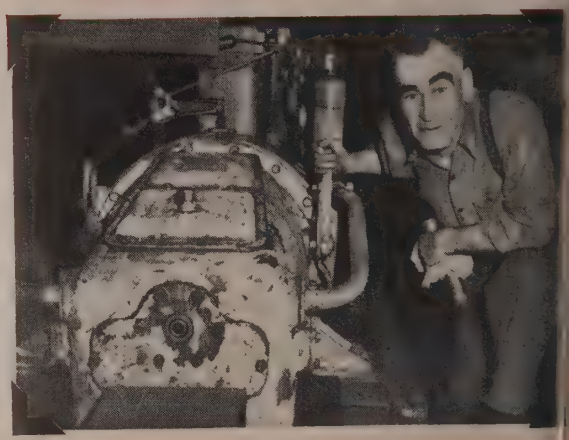
PART Reverse gear-self-lubricated

CONDITIONS Fishing off California coast

FIRM Consolidated Fisheries, Inc., San Francisco, Calif.

No transmission gear trouble in 8 years of fishing

RPM GEAR LUBRICANT in the reverse gear of Consolidated Fisheries' M. V. Lincoln, shown below, prevented gear trouble since the gears were installed 8 years ago. Inspected at the end of that time, they showed very little wear in spite of tough service bucking tides and foul weather off the California coast. Gears were worked hard by the boat's Caterpillar D17000 diesel, were subjected to shocks and heavy intermittent loads when propeller came out of water during heavy seas. Tony Gomez, Engineer, says, "I've used RPM Gear Lubricant in this boat and others for 15 years and never lost a gear. It holds down wear, protects against shock even under heavy loads and constantly changing speeds."



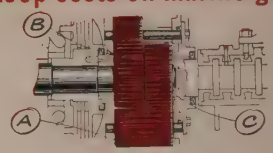
THE M.V. LINCOLN, 59 feet long and 16-foot beam, is one of a fleet of Consolidated Fisheries' boats that fish some 600 miles of coastal waters. RPM Gear Lubricant is used in all their gears.

REMARKS: In transmissions, net-hoist gears and other gear trains, RPM Gear Lubricant provides a tough lubricating film because of its very high oiliness qualities and stability. Recommended for all types of conventional gears, and also for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this pro ct performance. For expert help on lubrication or el problems, call your Standard Fuel and Lubri- nt Engineer or Representative; or write Standard ll Company of California, 225 Bush St., San Franci o

STANDARD OIL COMPANY OF CALIFORNIA

Pacific Fisherman's NEWS
ne 1955 Volume 53 Number 7

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DVERTISING: Complete plates only should sent to Pacific Fisherman, 235 N. W. Park ve., Portland 9, Ore. . . . Advertising copy id cuts, instructions, all insertion orders should sent to the Seattle office.

Big Samoan Tuna Deal Reported in Japan

Pacific Fisherman's Tokyo correspondent reports that, according to the overseas department of Nippon Riezo KK, that company has signed with Van Camp Sea Food Co. to provide the latter with Albacore and Yellowfin tuna at Pago Pago, Samoa.

Nippon Reizo is by far the largest cold storage company in Japan. Van Camp was represented in the deal by G. P. Ellington, who was in Tokyo in April. Deliveries, it was stated, are to start June 1.

The new arrangement is said to be well coordinated with the previous deal with Mitsubishi Shoji KK, which since last fall has been sponsoring six boats with an average capacity of 100 tons, providing the Van Camp cannery with 6 to 8 tons of tuna daily. The Mitsubishi contract was renewed to run six months, from April 28 to October 27. At Omaezaki, home port of the Mitsubishi boats, that fleet was reported to have had a fairly smooth operation, with no such difficulties as were encountered by the Japanese boats which worked there in the previous year.

The contract, for the period of a year, is said to provide for an average delivery to the cannery of 20 tons of Albacore and Yellowfin a day by using the mothership *Saipan Maru*. The *Saipan Maru* will be used to store the surplus production over 20 tons per day and all fish which is unacceptable to the cannery and which is for export to Japan.

Nippon Reizo is chartering from Taiyo Reito Bosen the 3737 ton freezership *Saipan Maru*, and installing a flake-ice machine on deck to supply the fishing boats; and a fleet of boats of over 150 tons each is being organized to fish around Samoa. *Saipan Maru*, moored in Pago Pago Bay, will provide an outlet and storage for all rough fish (such as swordfish, shark, etc.) and shark-bitten tuna which is unacceptable to the cannery, and in this way the fishing boats will derive some revenue from fish which they have been unable to sell in the past. The *Saipan Maru* will also provide the fishing boats with ice and supplies necessary to carry on their fishing operations.

Mrs. Steele Heads Seaside Fisheries Co.

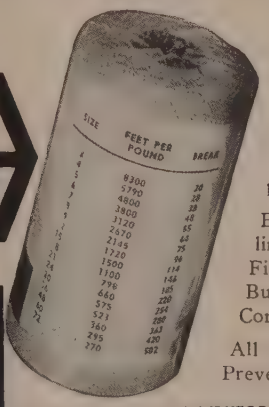
Mrs. Esther Steele, widow of Harry Steele, has become president of the Seaside Fisheries Co., Long Beach, following the death of her husband.

* * *

J. R. (Racey) Biven, head of the Coast Fishing Co. division of the Quaker Oats Company, Wilmington, Calif., in May was vacationing in Honolulu.

Another
BROWNELL EXTRA
Nylon Filament
SEINE TWINE TABLE

When buying Nylon Seine Twine, look for this Brownie Trade-mark. It's your assurance that it was made especially for you of 100% DuPont Filament Nylon. Heat-set to prevent untwisting.



Brownell, the largest manufacturer of Nylon Seine Twine, takes another step forward by introducing on each package of Brownie twine a complete table listing the feet per pound, size, and breaking point.

Brownell also makes a complete line of Hot-Stretched Bonded Filament Nylon for Trot Lines, Buoy Lines, Trawl Lines, etc. Also Combination and Spun Nylons.

All our Nylons are Processed to Prevent Excessive Untwisting.

PACIFIC COAST DISTRIBUTOR FOR BROWNELL NYLON PRODUCTS
CONSOLIDATED NET & TWINE CO., INC.
Fisherman's Terminal Phone: ALder 6387 Seattle 99, Wash.

BROWNELL & CO., INC.
MOODUS, CONNECTICUT

AT THE LOS ANGELES BOAT SHOW, APRIL 14 - 24

Firms supplying equipment to the Southern California fishing fleet were well represented. Left to right, upper: Wood Freeman, who demonstrated his automatic pilot at the Shepherd Marine booth, and Pat Plunkett, Shepherd Marine sales dept.; Robert A. Clark, factory representative International Paint Co., Inc., San Francisco; E. E. Anderson, Johnson Motors; Kenneth P. Stephens, West Coast mgr., Cating Rope Co., and John Bergh, Sudbury Laboratory's representative in Southern California. Lower: J. Leonard Lovett, district mgr. Raytheon Mfg Co., Wilmington, Calif.; D. R. McCoy, chief radio engineer, Bendix Aviation Corp., Pacific Div., and Ralph J. Bogardus representing Paul W. Hiller Co., North Hollywood, Calif., Bendix dealer; Hugh Welch, Chrysler sales; Ben Killian pres. Pitchometer Propeller Co., and Gus Walker, Industrial and Marine Engines, Wilmington, Calif., Chryler and P & H marine engine dealers; Burke Crofton, Crofton Diesel Engine Co. and Crofton Co., San Pedro and San Diego General Motors marine diesel distributors.

Starkist Officials Discuss Regulation of Tuna Supply

Officials of Star-Kist Foods, Inc., discussing with *Pacific Fisherman* their effort, as May began, to regulate the supply of tuna delivered by their fishing fleet, indicated that the problem is essentially one of over-supply.

They brought out the point that there are now only three canneries purchasing tuna from the domestic fleet in any large amount, as compared to eight or more during the years after World War II. If production of raw tuna continues at the same rate as when there were more large-scale canneries buying, it is apparent, they say, that the three canneries may be flooded with tuna.

The past several years have seen the closing or sale of Southern California Sea Food Corp., Terminal Island; West Coast Packing Corp., Long Beach and San Diego; Terminal Island Sea Foods; Sun Harbor, San Diego, and others.

In years when tuna fishing is poor, the problem is, of course, one of scarcity. In the first quarter of 1955, fishing has been quite productive for both seiners and bait boats, particularly when compared to 1953, the year of "El Nino" and poor tuna fishing.

When fishing is good, the problem becomes one of the ability of the individual canner to handle the bountiful production, not only plant-wise but from the standpoint of sales and piling-up of heavy inventories.

Evidently, the problem is one of regulation of supply. In previous years a rotation system has been in effect. This year vessels left port after the first of the year, when the 1954 contracts expired, without sailing orders or negotiated price, for the most part, and found on their return that the canneries could not process their catches for periods of from several weeks to several months.

In past years, Star-Kist points out, the boats were held in port until the supply came into line with the ability of the canner to process and to sell the tuna. This year the boats were again in port, but this time with tuna which they had to hold under their own refrigeration until unloaded.

Another point emphasized is that Star-Kist purchases a relatively small amount of imported tuna. The company distinguishes between canning of tuna caught by American boats on the high seas of Central and South America and trans-shipped by steamer, etc., from such areas as the Canal Zone, to Southern California canneries, and "true" imports of frozen tuna from such countries as Japan.

Nylon Nets Gain In Southern California

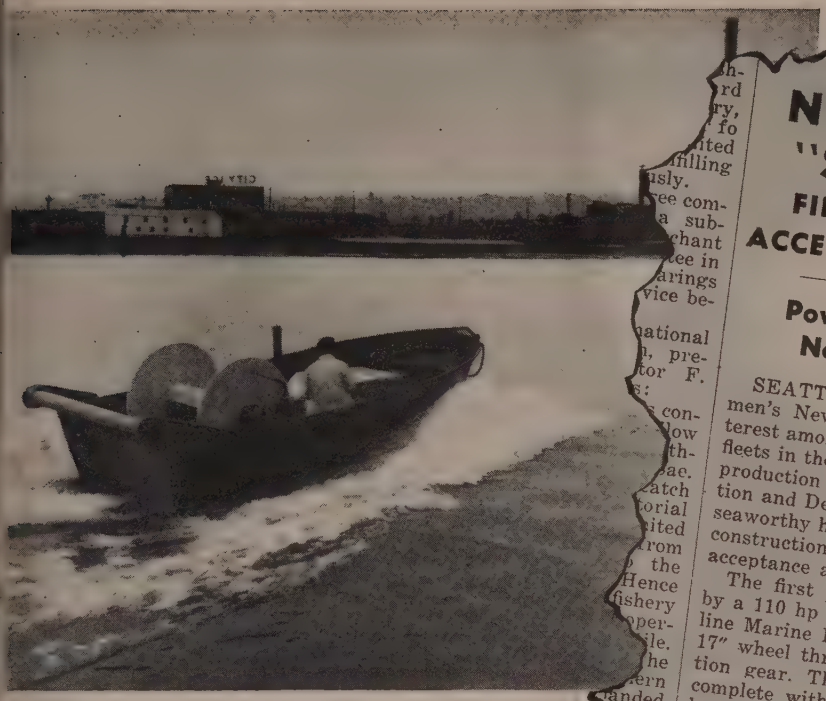
Use of nylon netting is increasing in the Southern California fleet, according to the Marine Hardware Co. San Pedro, which recently supplied Linen Thread Co. "Nyak" netting for trammel gear on the *Starlight*, owned by Walter Wilton of Port Hueneme and the same netting to Ray Hoffmeyer's *Donna U III* of Newport Beach.

For baracuda out of San Diego fishing by the Ghio brothers, Marine Hardware supplied Barbour's nylon multiple-knot baracuda netting; and Barbour's braided double-knot nylon seabass netting, 6″ mesh, No. 1, for Sam Ceflu's *Mary Catherine* of San Diego.

Magdalena, H. Buckman of Newport Beach, is also fishing with No. 110, 6″ mesh nylon seabass netting. L. C. White's *Rainbow*, using a drum winch, is using "Nyak" 6″ mesh, thread seabass netting; and *St. Francis* of San Pedro, Sam Falsetta, is fishing successfully with Barbour's 6″, No. 110 regular nylon seabass netting, supplied by Marine Hardware Co.'s netting department at Berth 73.

* * *

Hjalmar Woog, operator of the cattle troller *Helen W.*, was drowned the night of April 18 when he fell from a pier in the mouth of the Quillayute River. He was a native of Norway, aged 44.



NEW MARCO "STEELSKIF" FINDS IMMEDIATE ACCEPTANCE ON COAST

Powered by a 110 hp Nordberg "Bullet"

SEATTLE, WASH.: The Fishermen's News reported widespread interest among Pacific Coast purse seine fleets in the launching of the first new production model of Marine Construction and Design Co's. "Steelskif." The seaworthy hull shape and rugged steel construction were finding immediate acceptance among seine fishermen.

The first pilot model was powered by a 110 hp Nordberg "Bullet" Gasoline Marine Engine, driving an 18" x 17" wheel through a 2.44 to 1 reduction gear. This skiff was fitted out complete with a reel for use with a lead.

Built in three models, 16, 18 and 19 feet in length, two freeboard heights are available—all with an 8-foot beam.

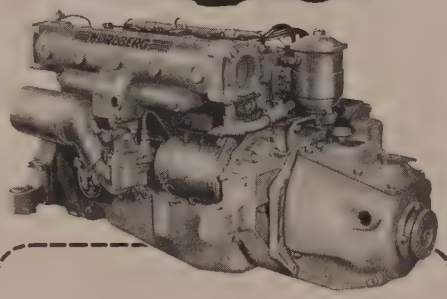
G. P. Refinery

Here is the reason Mr. Peter G. Schmidt, Jr., President of Marine Construction and Design Co., selected a Nordberg engine to power the new MARCO "STEELSKIF":

"We have used a Nordberg Bullet (supplied by Pacific Fishing & Trading Co.) in our introductory model because of Nordberg's increasing acceptance among Northwest fishermen for a dependable marine engine in their power skiffs. This engine gives us a speed of about 14 knots in the 18' hull even though the boat has double skegs, which obviously creates more drag."

Here, then, is another outstanding power job well done with Nordberg Gasoline Marine Engines.

NORDBERG MFG. CO., Milwaukee 1, Wis.



Choose from seven power-packed Nordberg Gasoline Marine Engine models: The 155 hp KNIGHT . . . the 130 hp TARPON . . . the 110 hp MARLIN . . . the 110 hp BULLET . . . the 95 hp ARROW . . . the 95 hp BLUEFIN . . . and the 60 hp COLT . . . all available in four popular reduction gear ratios . . . or in hydraulically operated reverse and reduction gears in comparable ratios at no extra cost.

(Except Bluefin and Colt Models)

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Milwaukee 1, Wis.

Please send literature describing Nordberg Gasoline Marine Engines.

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GASOLINE MARINE ENGINES

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

2,000 Petrale Sole Tagged on Esteban

• An expedition to tag petrale sole from the "Esteban Deep" off the west coast of Vancouver Island was completed April 1 by the U. S. Fish and Wildlife Service vessel *John N. Cobb*. The operation was conducted in cooperation with the Washington State Department of Fisheries and the Fisheries Research Board of Canada to obtain information on the migratory habits of these fish, which would assist the regulatory agencies in determining the need for giving petrale sole regulatory protection.

Although rough seas hampered the handling of live fish, 2,000 petrale sole from the "Esteban Deep" were tagged with either American or Canadian tags, and were released in good condition. Most of the tagged fish were released on the surface. However, in an effort to determine a means of reducing the high mortality rate experienced in previous tagging, some of them were lowered to the bottom in a wire metal cage which automatically released the fish on the bottom.

• Since the discovery of petrale sole in "Esteban Deep" at depths up to 1,200 feet in 1953, record catches have been taken from there by American fishermen. It is believed by fishermen and scientists alike that petrale sole congregate in this area to spawn and are a part of stocks fished on other grounds during other parts of the year.

An additional 450 petrale sole were tagged in an area about 45 miles southwest of Cape Flattery. These fish are also a congregation of spawners and are likely to represent stocks of petrale fished on other grounds.

Technical operations were handled by D. L. Alverson, Washington State Department of Fisheries; B. M. Chatwin, Fisheries Research Board of Canada; and M. R. Greenwood and H. C. Johnson, U. S. Fish and Wildlife Service.

Electric Fish Pump Is Successful

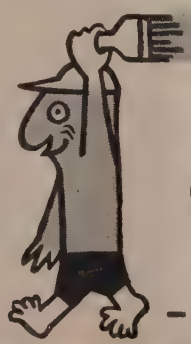
Use of a fish pump with a specially arranged electrical attracting device was successfully in capturing sma

(*Continued on page* 29)

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to PETRALE, Care Pacific Fisherman News, 71 Columbia St., Seattle

NAVICOTE goes topside



NAVICOTE Marine Finishes first gained world-wide fame when boat owners proved through use the superiority of NAVICOTE anti-fouling bottom paints after seeing the big feature spread in LIFE Magazine.

Now NAVICOTE Topside Finishes have become equally popular because NAVICOTE has gone topside in a big way.

Why don't you use NAVICOTE next time you're painting topside? Visit your nearest NAVICOTE dealer tomorrow.

HART and BURNS Co. Division of DEVOE AND RAYNOLDS COMPANY, INC.

2625 DURAHART STREET RIVERSIDE, CALIFORNIA

George Osborn

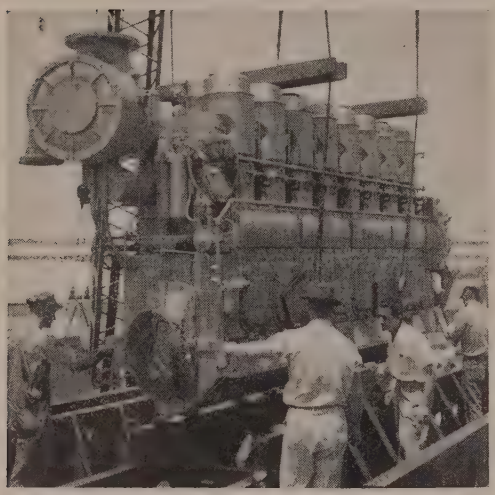
"In 36 years of tough operation we've never found a better combination of service and products than those offered by G. P.," says George Osborn, president of Pioneer Towing Co., Seattle.
Recent parts inspections have proven that although engines in the Pioneer diesel fleet rarely get a chance to warm-up thoroughly, they were unusually clean and free of harmful deposits, largely as a result of the Gargoyle Marine fuels and lubricants which have protected them on their tough hauls.

Large or small, your boat, too, will benefit with G. P.'s proven marine products and service . . . they're available everywhere under the sign of the Flying Red Horse.

SOCONY MOBIL

GENERAL PETROLEUM CORPORATION

Soares brothers build sister ships, choose Enterprise Diesels for dependability

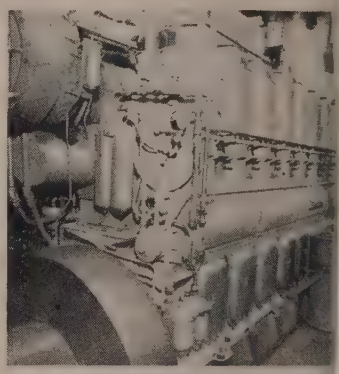


Main propulsion engine, the 8-cylinder turbocharged Enterprise, rated 950 BHP at 450 RPM, is readied for installation.

The 127-foot "Cabrillo" beat estimated fuel consumption by 20 percent on her la run from San Diego to the Galapagos.

Owner Joe Soares' "Cabrillo," which like the "Dominator" was built by National Steel & Shipbuilding Corp., San Diego.

Large five-blade 90"x74" propeller, driven through 2:1 Universal reduction gear by 8-cylinder Enterprise, insures more speed, efficient operation.



Enterprise intercooling on these engi normalizes them for high output in the tr ics, providing extra power with less fuel

These Enterprise-powered boats range thousands of miles for payloads of 350 tons without refueling.

Proof that Enterprise engines are the choice of power experts ca with the selection of Enterprise again by George and Joe Soares their newest tuna clippers, "Cabrillo" and "Dominator." Enterpr has rung up trouble-free performance and low fuel consumption reco for these successful San Diego brothers for other of their tuna clippe including the "Liberator" and "Judy S."

There is an Enterprise that is best for building your profits t through greater efficiency, lower cost operation. Choose from moc of 73 to 6150 HP. The experienced Enterprise marine diesel engin in your area will give you complete information. Call him, or w us direct about your problem.

Over a million horsepower at work the world over!

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THE SWITCH IS TO ENTERPRISE
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Boston • Chicago • Denver • Jacksonville • Kansas City • Los Angeles • Minneapolis • New Orleans • New York • San Diego • Seattle • St. Louis • Washington,

(Continued from page 26)

fish, reported Keith A. Smith, a fishery method and equipment specialist with the U. S. Fish and Wildlife Service. In a recent issue of the *Commercial Fisheries Review* Smith stated that "In calm waters small herring (and probably other small phototropic fish) can be caught in a pump by use of a light for attracting them and a direct current pulsating electrical field for guiding them."

The investigators, using a bladeless impeller pump with a 4" intake, a specially arranged light and the electric attracting device, found that under ideal conditions of tide and wind, and when small herring were in the vicinity, the fish could be caught in good numbers. Three-inch herring were caught at a maximum rate of 1178 fish per minute, the average rate for tests on four different nights being 717 fish per minute. Best catches were made during the early morning just prior to daylight.

Most of the fish pumped aboard were either dead or dying. Of those caught, 60% were killed by either physical abrasion while in the pumping system or from electric shock. Many bruises and descaled areas were noted on both dead and living fish. The tests were carried out aboard the F. W. S. vessel *John N. Cobb* in Puget Sound and near Cape Flattery.

Report Published On Mid-Water Trawl

A report on the development of the British Columbia mid-water trawl for herring has been published by the Fisheries Research Board of Canada. The report, compiled by W. E. Barraclough and W. W. Johnson, is excellently done and shows all the salient features of the new mid-water trawl which has shown very promising results. The "Progress Report" is well illustrated and leaves little desired in the way of details. The new development should be of international interest and, judging from the preliminary results, has already shown its utility.

In test drags 15 to 20 minutes in duration catches ranged from 20 to 30 tons, with one drag producing an estimated 100 tons; however, the codend burst on this tow. The hauls were made entirely off the bottom in 15 to 35 fathoms. All tests so far have been carried out in inside waters under fairly good weather conditions. Parties interested in the new herring trawl should correspond directly with the authors at the Pacific Biological Station, Nanaino, B. C.

New Type Steel Tuna Longlines Tested

Pacific Oceanic Fishery Investigations reports tests made this spring of a new type of steel flagline gear on the FAWS vessel *John R. Manning* on a cruise to the equatorial Yellowfin grounds. The aim is to mechanize tuna longlining, so as to cut down manpower requirements and so enable American fishermen to exploit the resources of deep-swimming tuna that only the longline can reach.

The new gear features a steel mainline, set and hauled with winch-powered reels. At appropriate intervals D-shaped rings are fitted for attachment of gangions; a device has been developed to snap the gangions onto these rings automatically. The steel lines were handled with less effort than customary cotton lines, and the automatic setting device shows considerable promise.

"Tordenskjold" on Crab Investigation Trip

Trawler *Tordenskjold,* Capt. Carl Serwold, left for Bering Sea early in May to engage in a King crab investigation for the Fish and Wildlife Service. On a trip of two months or more she will sample the crab population, using a "grid analysis" basis.

On The Hook

Dear Petrale:

The recent article about off-bottom trawling by Capt. Jacobsen of the trawler *Paragon* was extremely interesting. Would it be possible to obtain additional information relative to construction of the trawl and the method of operation?

Sincerely,
J. J. Murray,
18 Mott Street.
Arlington, Mass.

ANSWER:

Mr. Jacobsen, skipper of the vessel, utilizes a standard 400 mesh western box net, flying the head line high with a large number of floats. His fishing operations were strictly on an experimental basis and no special preparations were made for the trip. His brother computed the depth of the *Paragon's* net by following the vessel in his own, which was rigged with a fish finder. The device indicated the height of the *Paragon's* net off the bottom and this information was relayed by radio telephone. Mr. Jacobsen and a local biologist are currently trying to develop this type of fishing to a profitable, efficient state. When the work is completed a more complete report will be given in *Pacific Fisherman.*

STARR NETTING...
the best then - the best now!

For over half a century, Starr Netting has maintained the highest quality in dependable commercial fish netting.

Always in step with modern developments, Starr has set new industry standards having pioneered the use of synthetics in fish netting backed by long experience, the latest equipment and research methods.

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EAST HAMPTON, CONNECTICUT

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SAN PEDRO SEINE SETS

JOHN V. MORRIS, former attorney for Star-Kist, is recovering from an operation in a Los Angeles hospital. He was a president of the California Fish Canners Association. . . . William C. Bullock has been named chairman of the 1955 Fishermen's Fiesta. . . . Fishermen's Cooperative has formally announced the appointment of Mason Case as its manager, and Matt Dragich as assistant manager. . . . Nick Felando of the *Treasure Island* is 1955 president of the Cooperative. . . . Luigi J. DiMassa, employed by Pan Pacific Fisheries, died in April at the age of 62. He had been a resident of San Pedro 44 years. . . . Theresa Madeline Zangoro and Lt. Louis Mascola, Jr. recently became husband and wife at San Pedro. He is the son of Louis Mascola, plant superintendent for Pan Pacific Fisheries, Terminal Island.

ALASKA REEFER is reported preparing to take off for Bristol Bay, where she serves as a mothership for freezing salmon taken by gillnetters. . . . Pete Bogdanovich is skipper of the *Comet*, ex the *John-R*, and Paul Travis is chief and co-owner. . . . George Knowlton, skipper of the *California Girl*, San Pedro, was hospitalized in San Diego in April, after suffering a severe intestinal ailment while fishing off Baja California. He was taken from the boat by Coast Guard plane and flown to San Diego. . . . The *Windward, Liberty Belle* and *Janice M* were recently drydocked at San Pedro Boat Works for overhaul. . . . The *Liberty Bell* is reported to have been purchased by Paul Major to be used in shrimp trawling south of the border.

SEASIDE SUPPLY STORES, San Pedro, has become the distributor in the Harbor area for Baltimore copper paints, according to Rolf Sannes. . . . Seaside recently supplied Adams netting, balloon-type shrimp trawl net to the *Duchess*, which will fish shrimp out of Manta, Ecuador, for Louis D'Amour. . . . Francis Lucich is engineer aboard the *Defiance*, which is equipped with a Whaley system for making fresh water from salt, working from the main engine. . . . *Shani Girl* has been equipped with a DE-116 red light Raytheon Fathometer through Marine Radio Service, San Pedro.

San Pedro Seiner Burned Off Catalina

Although the nine crewmen escaped in a skiff, the purse seiner *Benjie Boy* 65', San Pedro, Capt. Frank Breskovich, burned and sank April 13, 100 yards off Santa Catalina Island. Rescue of the crew by the *Two Sisters* was hastened by fish-spotting pilot Jack Whalen.

Benjie Boy was the last large purse seiner to be built in the San Pedro area, about five years ago; and is the first purse seiner of the San Pedro fleet to be lost in 1955.

Maria B. 42' troller out of Portland, Ore., was burned to the waterline May 4 off the mouth of the Columbia River. The fire started in the galley. George Karl, the skipper, and Mrs. Karl, were rescued by a Coast Guard boat.

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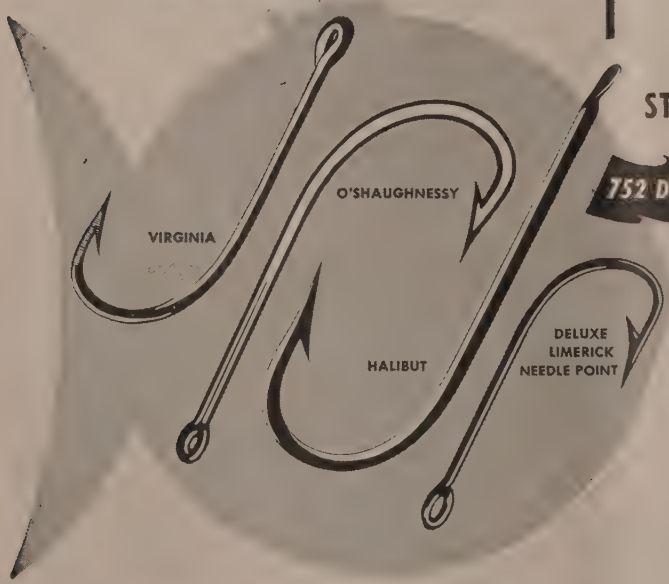

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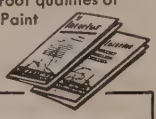
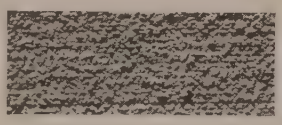
The surface of a 'NOSKID' painted deck is in no way abrasive. It will not cause undue wear of foot gear, and you can lounge on it in bathing trunks in comfort. The rubber-like pigment will not pull out nor does it in any way impair the protective and waterproof qualities of the paint. Send for color card for 'NOSKID' Deck Paint and information about 'NOSKID' Compound.





Photograph of a 'NOSKID' surface (unretouched). Note granular surface that will even grip a wet sneaker.

In contrast, note the smooth surface of conventional deck paint. It is bound to be slippery when wet.

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New Clippers Named

National Steel's two new steel tuna clippers are to be known as *Independence* and *United States*. Wendell H. Calkins, the yard's naval architect, reports that the propulsion unit for each of the new clippers will be a Fairbanks, Morse 960-hp. opposed piston diesel, and all pumps will be by Fairbanks, Morse & Co.

Diesel generating units will be supplied by the Murphy Diesel Co., two for each clipper. Installation will be identical with that in the *Sea Preme*, another National Steel tuna clipper.

Mackerel Catch Meager In Southern California

Meager was the word to describe the production of mackerel from Southern California waters during April. Only 579 tons were netted, producing 11,630 cases.

Anchovies were larger in tonnage: 2,239, with a case pack of 34,044. Canneries processing anchovies in the Southern California area included: Van Camp Sea Food Co., French Sardine Co., Coast Fisheries, Seaside Fisheries, F. E. Booth and California Marine Curing and Packing.

California Tuna Operations — April, 1955

(Approximate figures for tonnage and total case pack)

San Pedro Species	Tons	San Diego Species	Tons	Combined Tons
Yellowfin	4,486	Yellowfin	981	5,467
Skipjack	5,535	Skipjack	1,976	7,511
Bluefin*	90	Bluefin	...	90
Albacore**	2,632	Albacore	...	2,632
Total	**12,743**	**Total**	**2,957**	**15,700**
Pack in Cases	**600,897**	**Pack in Cases**	**94,990**	**695,887**

* * *

Vandalism Committed On Monterey Boat

John Scardina, Monterey, skipper of the 50' combination boat *Sea King*, recently told police that someone had tried to sabotage her by pouring about a gallon of acid into the exhaust stack. No reason was given for the vandalism, and oil was being flushed through the engine in an effort to clean out the acid.

* * *

Philip "Freckles" Vella is having his 38 x 12' combination boat *Chief* repowered with a P&H 90-hp. diesel at the Parker Diesel Engineering Co., Oakland. The new engine will be fitted with a 3-1 Snow & Nabstedt reverse and reduction gear. Freckles for many years was engineer on the Monterey purse seiner *Providenza*. Of late he has been fishing the *Chief* out of Morro Bay, but San Francisco is now his home port.

California Tuna Imports April, 1955

(Approximate figures)

Species	Source	Tons
Yellowfin	Japan	1,227
Skipjack	"	50
Albacore	"	2,632
Yellowfin	Peru	84
Skipjack	"	237
Bluefin	Australia	90
Total		**4,320**

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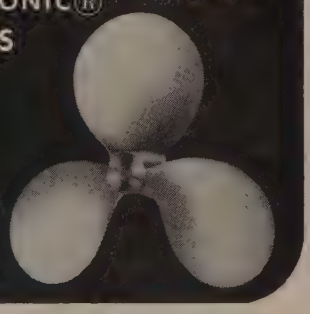

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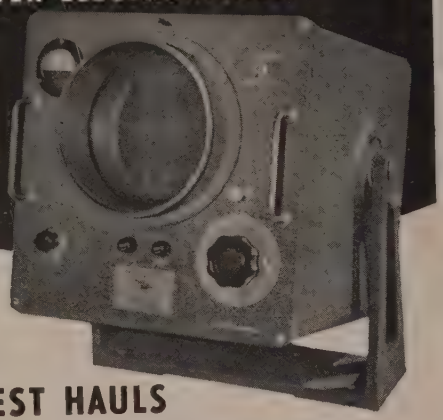

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Half way measures get half way results and that applies to electronic fish finders. If you want to enjoy all the profits that are yours by finding fish faster be sure to use the best — the Edo Fishscope, designed specifically for spotting fish. It will pay you back in far greater profits.

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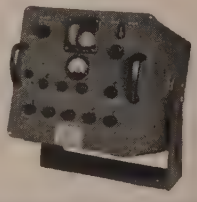

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Fish Lines From Wrangell

Mr. and Mrs. Cal Zuver have bought the store and buying station in Meyers Chuck. Mr. Zuver is packing the fish into Ketchikan on his boat, the *Bluebell*.

Mr. and Mrs. Matt Stuckey purchased the troller *Springer* in Ketchikan last winter. Matt and Skip worked together on the police force in Ketchikan this winter.

An old-time troller who last fished up here in the early '40's returned this spring. He is Ed Kellogg. He now has the 46' *Lois Ann*.

The Harold Newman family just returned from spending the winter in Seattle, where they completely rerigged their troller *Don Q*. They put a 32-v. electric system and electrical gurdies on the boat. They sold their small troller *Marjorie B.* to O. W. Collard.

With the completion of the new grid in Thomas Basin last year, 10 to 12 boats can use it on one tide. During the good April weather they were filled every day. Thomas Basin is now so crowded that it is hoped other facilities can be provided.

Carl Berg, pioneer Alaska fisherman, died at Ketchikan April 19. He came to Alaska in 1907 and had lived for a number of years at Meyers Chuck.

Nels Nelson, owner of the troller *Tuckahoe*, was recently appointed to the Alaska Fisheries Board.

James Pinkerton, acting head of the Ketchikan Cold Storage, attended the National Fisheries Institute meeting in New Orleans, returning early in May.

The body of James Powers, who disappeared Feb. 22, came to the surface near Nordby Supply Co. April 15. He was last seen returning to his troller, *Maybe*. He had been in the Ketchikan area the past two years. He had been a fisherman and boat cook in the years he was here.

Harvey Leask, Jr., bought the seiner *Lady Alice* from his father last winter. He sold his seiner *Golden North* to John Morrison.

New England Fish Co. in Ketchikan modernized its ice room during the winter. The below-zero ice room delivers crystal clear ice in 400 lb. blocks to the fishermen. The washrooms for laundry, men's showers, the reading and writing rooms are always popular with the trollers and their families. J. C. Brisbois is buyer at the New England plant.

"SAL C", 58', owned by Capt. Jack Tarantino, San Diego, Calif. *Twin Disc MG-200 Marine Gear on Caterpillar D13000 Marine Diesel.* Capt. Tarantino reports "smooth operation."

"RUBY E", 67' shrimper, owned by Capt. Ira Pete, Brownsville, Tex. *Twin Disc MG-200 Marine Gear on Caterpillar D13000 Marine Diesel.* Owner says "runs steady; no major repairs."

"ENDEAVOR", 61', owned by Paul Rendazzo and Sons, San Pedro, Calif. *Twin Disc MG-200 Marine Gear on Caterpillar D13000 Marine Diesel.* Owners report "maintenance is simple and easy to work on."

Paired for
dependable performance
in all weather, all seas

Dependable performance in any kind of weather or sea condition . . . isn't that your number one consideration in selecting equipment for your boat?

That's the kind of performance *assured* by the marine engines and marine gears installed in the fishing boats shown at the left . . . for they're Caterpillar Marine Diesels *working through Twin Disc Marine Gears.* The Cat Diesels have a reputation for delivering full rated power continuously, with the least possible time out for maintenance. *And the Twin Disc Marine Gears dependably transmit that power . . . with full-speed, full-power operation in either direction of rotation* without *overheating.* Reversing is one *quick, smooth* operation—eliminating gear-clashing and the need for any complicated synchronizing mechanism.

If your present boat—or the one you're planning to buy—is in the 40 to 340 hp and 600 to 2500 rpm range, find out *now* how Twin Disc Marine Gears will add *new* flexibility, *new* ease of operation . . . smoother, *quieter* running . . . and provide the very *longest* wear life possible. Write today for Bulletin 300-A. *And specify "Twin Disc Marine Gears" when you talk to your engine dealer.* TWIN DISC CLUTCH COMPANY, Racine, Wisconsin; Hydraulic Div., Rockford, Ill.

Model MG-165—hp capacity 125 to 185, for engine rpm from 1200 to 2100. Many advanced features are available in Twin Disc Marine Gears, including Fluid Coupling and Rubber Block Drive in certain models.

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"Powered by Murphy Diesel" — there's a statement you can be proud to make . . . because to fishermen everywhere, Murphy Diesel means good, solid power, the kind you can depend on and the kind that can make the difference between profit and loss.

Check with Murphy owners in your waters. They'll tell you better than we can what Murphy Diesel means in terms of economy, dependability and long life. Then ask your Murphy Diesel Dealer to show you just how Murphy Diesel can fill your needs.

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Propulsion engines and auxiliaries, 90 to 225 H.P., Generator Sets, 60 to 154 K.W.

A 190 H.P. Murphy Diesel powers the halibut schooner, "Jean D." She is owned by Ketchikan, Packing Company, Seattle.

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Moss Landing Miscellany

When Jack Mandy of the *Rujac* sent down a picture of the harbor at Westport, Wash., with 451 boats moored beam to beam, the Moss Landing fishermen were fascinated. The harbor at Moss Landing seems crowded with 200 to 300 boats.

* * *

Tommy Chatterton on his *Dora II* came into port this week from Morro Bay and says he's all through fishing and will put the boat up for sale. Tommy has done all kinds of fishing in his years, up and down the coast. He was accompanied on the trip by Bill Casper of the *Doris*, also of Morro Bay.

* * *

Bob Riffe, who fished the *Nesral* for Joe Madeiros, Castroville constable, last year is here from his home in San Diego to start the new season.

* * *

Pete and Audie Wilkes write us from Warrenton, Ore., that they will be back in Moss Landing about the middle of May. Pete has been crab fishing up there.

* * *

Ralph Haskin, who bought the *Glacier*, has a painting and rigging crew right in his own family. His father, P. V. Haskin of Watsonville; his brothers, Neil and Stanley, and Bob Hart, who lives with the Haskins, have all been busy getting the little troller ready for the season.

* * *

The fishing boat *H and H*, Crescent City, Calif., owned by M. Hyson and Hames Reese, recently capsized at the Citizens' Dock in that harbor after breaking loose from her moorings. The owners were able to salvage only the propeller and shaft.

* * *

The bait boats have been unloading good catches of squid in Moss Landing for the Santa Cruz cannery and several canneries in Monterey.

* * *

Charles Ells, Eureka, recently had his well-known dragger *Amak* on the ways for repairs.

Cincotta Bros. Now Issue Licenses

Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment house has been authorized by the Department of Fish & Game to issue commercial fishermen's licenses, according to Tony Cincotta, owner of the company.

New Marine Supply House at Eureka

A new firm was added to the marine supply and equipment trade in Eureka recently when the Humboldt Marine Supply Co. was opened at 1122 Broadway by John and Berthelle Patrick. Patrick also owns the Eureka Humboldt Bay affairs since coming from Santa Maria in 1945.

Lines' to be handled by the new company include Evinrude outboard motors and a complete stock of fishing gear, marine hardware and other items. The firm also will handle a full line of five different makes of boats and cruisers.

Assisting the Patricks in the operation of the store will be Stan Weaver, member of the 1946-47 Byrd Antarctic expedition.

Crab Pots Seized

In a recent roundup conducted in closed areas in the vicinity of Humboldt Bay, California fish and game wardens on the patrol boat *Albacore* seized a total 106 crab pots, and confiscated the entire lot. Based on an average value of $30, the value of the gear was placed at more than $3,000, according to Captain Walter Gray, stationed at Eureka. It was indicated that the pots will be disposed of at auction later in the season.

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PURSE SEINERS!

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In addition to providing solid comfort, roominess, and durability, **TOWER'S NEOPRENE** waterproofs give special protection against oils, greases and ordinary acids. Hoods attachable to regular jackets may be purchased separately if desired.

For those not requiring the extra protection given by Neoprene treatment we suggest **TOWER'S "FISH BRAND"** oiled or **"ARROW BRAND"** rubber garments. Styles available include jackets, pants, hooded shirts, coats, aprons, sleeves and hats. All good dealers carry these items or can get them for you.

For folder of styles and detailed information write Department **PF.**

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24 SIMMONS ST. BOSTON, MASS.

GM DIESEL
CASE HISTORY No. 8349

BOAT AND OWNER: 65-foot Sardine Carrier "WILLIAM UNDERWOOD," owned and operated by William Underwood Company, Watertown, Mass.

INSTALLATION: GM Model "6-110" 2-cycle Diesel replaced 4-cycle Diesel; swings 44" x 30" propeller through 3:1 reduction.

PERFORMANCE: GM Diesel gives 25% reserve power for better maneuverability in rough weather; helps keep sardines from being damaged in hold on way to factory. Switch to GM Diesel raised cruising speed and top speed. Engine has required no repairs of any kind in first 2000 hours' operation.

Cruises Faster–
Handles Smoother

since he switched to General Motors Diesel Power

The WILLIAM UNDERWOOD's GM "6-110" 2-cycle Diesel fits in about the same space as the 4-cycle Diesel it replaced—yet delivers 70% more power for faster, steadier cruising.

That's because General Motors 2-cycle Diesel design packs more power into a smaller, lighter, more compact engine. And 2-cycle operation with power on every piston downstroke means instant response to controls, better maneuverability in crowded harbors or rough weather.

If you're thinking of buying a new boat—or repowering your present one—it will pay you t specify a GM Diesel. You'll get the power yo want for steadier cruising—and the speed you nee for the race back to port to catch the mark at its peak.

Behind GM Diesel performance stands a networ of GM Marine Diesel distributors ready to supp fast service and low-cost *factory* parts at a moment notice. See your local GM Marine Diesel distribut today about dependable power for your boat write direct for more details.

If you're fishing for profit, better your net—switch to

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GENERAL MOTORS • DETROIT 28, MICHIGAN

Single Engines . . . 30 to 300 H. P. Multiple Units . . . Up to 893 H. P.

Sales, Factory-Engineered Parts and Authorized Service through distributors and dealers in all important marine locations. SEE your local Telephone Classified Directory or write, wire or phone for name of nearest Distributor.

GM DIESEL POWER

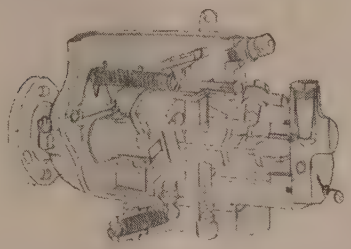
Washington's Trawlers Increase Production

Strong market for true cod, preferred by processors of fish sticks, is cited as a principal reason for the recent increase in production by some 116 otter trawlers working out of Washington state ports, which in January, February and March broke all first-quarter records with landings of 12,000,000 lbs.

Last year this fleet, working from the Columbia River to Alaska, brought in 46,000,000 lbs. of groundfish, worth $3,008,000 to the fishermen—highest on record except the 48,987,000 lbs. landed in 1945. The 1954 landings included: true cod, 15,407,000 lbs.; sole, 11,485,870 lbs.; rockfish, 6,666,500 lbs.; black cod, 2,667,200 lbs.; Pacific Ocean perch, 6,600,000 lbs.; other perch, 187,410 lbs.; ling cod, 2,434,250 lbs.; flounder, 823,630 lbs.; scrapfish, 4,500,000 lbs.

Of the total, Bellingham and Anacortes received 21,300,000 lbs.; Seattle 20,000,000 lbs.; Everett and coastal ports 4,700,000 lbs.

April results didn't keep pace with the first-quarter record, according to Nick Kuljis of the Fishermen's Marketing Association, Seattle, which handles the marketing for most of the Washington trawl fleet. This was due mainly to bad weather.



A cutaway view of the new Roosa-Master pump which is now standard equipment on all P&H Marine Diesel Engines.

Simplified Fuel System For P&H Diesels

An entirely new fuel system, designed around the Roosa-Master pump, is now standard equipment on all diesel engines being produced by Harnischfeger Corporation, Crystal Lake, Ill.

This new pump, engineered strictly for P&H Diesels, was developed in co-operation between Harnischfeger and builders of the pump, Hartford Machine Screw Co.

Harnischfeger states that the new fuel system does away with 131 separate parts and is 49.5 lb. lighter in weight. It is far easier to understand, and requires greatly less maintenance than the former system. Another feature is easier starting, with injection automatically retarded until engine speed reaches 500 r.p.m. Injection is then gradually advanced, matching the increased operating speeds. P&H states that this results in extremely fine idling characteristics and smoother operation.

Greater operating economy is now obtained with P&H diesels because fuel calibration is inherent in the pump's design. It is impossible to exceed maximum fuel quantity needed and, with the sharp, positive cutoff of injection, pressure is instantly reduced to zero. There is no "dribble" of fuel and consequently, no excessive carbon build-up on injector tips. For the same reason smoke is absent.

The Roosa-Master Pump, with no external cams or valves, eliminates the separate pumps for each cylinder and the individual adjustments ordinarily required. Also eliminated is a complex system of links, gears, racks, and cams. There is only one adjustment, and this is set for the individual application of the engine. It is tamperproof. Premium lightweight fuels are not required.

Literature on PH diesels with the Roosa-Master pump is available from the Harnischfeger Corporation, Diesel Engine Division, Crystal Lake, Illinois. Ask for Bulletin Z-15.

Anchovy Boat Capsizes

Sudden shifting of a load of 30 tons of anchovies apparently caused the capsizing of the net boat *Mercury*, 54-footer owned by Lauro Salvatore, south of Long Beach, Calif., May 3. The crew of eight were taken aboard the *Gigi* and returned to San Pedro.

* * *

Sal Alioto, vice-president, Consolidated Fisheries, Inc., San Francisco, and Al Parmisano, A. Parmisano & Sons, Vallejo fish dealers, and their wives made a motor trip last month to Washington, D. C., New York, and New Orleans, where they attended the NFI convention. On the way home they visited relatives in Texas.

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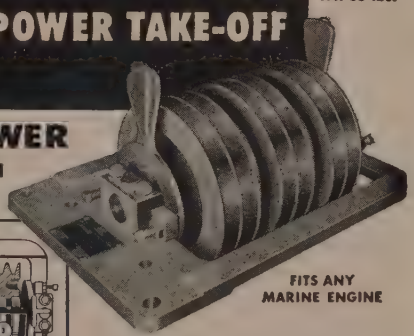

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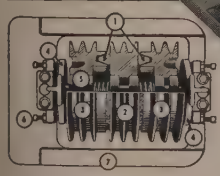

1. Cone clutches.
2. Pulley driven from engine crankshaft.
3. Clutch pulley (independently controlled).
4. Control Levers
5. Sealed ball bearings (no lubrication necessary).
6. Adjusting screws.
7. Mounting frame.

The manually operated Albina Power Take-Off now has die cast operating levers of Aluminum-Zinc copper alloy with a stainless steel wearing strip cast as an integral part. There are also die cast aluminum alloy sheaves and die cast aluminum alloy shaft standards. Full molded friction linings from permanent molds. The shaft is stainless steel. SKF bearings are permanently lubricated and sealed.

Write for illustrated descriptive folder.

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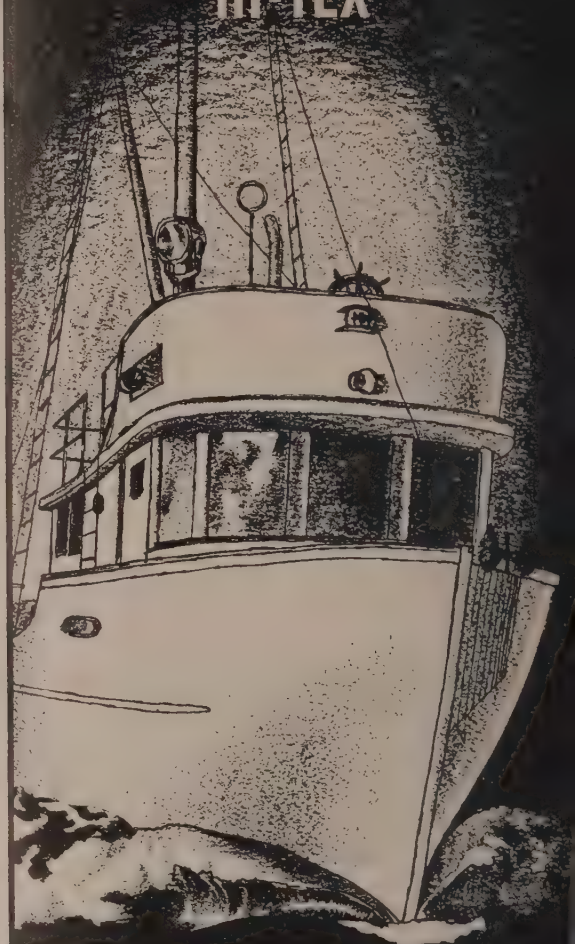

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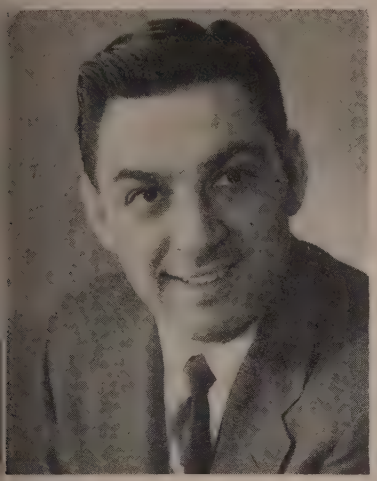

Gordon P. Vega, appointed manager of commercial research for Enterprise Engine & Machinery Co., San Francisco.

Vega Joins Enterprise Engine & Machinery Co.

Gordon P. Vega has been appointed manager of commercial research of Enterprise Engine & Machinery Co., San Francisco, subsidiary of General Metals Corp., it is announced by Arthur W. Ostrander, general sales manager. His duties will include market research, sales analysis and sales development.

New Nordberg Bulletin On "Power Chief" Engines

A new 12-page bulletin describing Nordberg **Power Chief** diesel and gas engines has been issued by Nordberg Manufacturing Co., Milwaukee 1, Wis. In two colors, the bulletin shows product and installation views along with specifications and pertinent data about both series of engines.

Both types of **Power Chief** engines are compact, complete, self-contained units. The diesels are furnished as one, two and three-cylinder models, from 10 hp to 45 hp. They are available with stub shaft or clutch power take-off and as engine-generator sets. The gas engines, built as power units and generator sets in one-cylinder and two-cylinder models, are rated 18 hp and 36 hp maximum, respectively.

Bulletin 239 is available free upon request from Nordberg Manufacturing Co., 3073 S. Chase Ave., Milwaukee 1, Wis.

Robert M. Pearson, new field sales manager for Enterprise Engine & Machinery Co.

Enterprise Names Pearson As Field Sales Manager

Appointment of Robert M. Pearson as field sales manager of Enterprise Engine & Machinery Co., San Francisco, is announced by Arthur W. Ostrander, that firm's general sales manager. Mr. Pearson has been active in the diesel engine industry for 30 years, the last 12 with the National Supply Co. and previously with Fairbanks, Morse & Co., General Motors and others.

Enterprise also announces appointment of Michael E. Conway as advertising manager, to be located at the main office in San Francisco. Mr. Conway formerly held a similar position with Pacific Car & Foundry Co., Seattle.

Detroit Diesel Issues Marine Engine Brochure

A new brochure covering the advantages of diesel power in pleasure and work boats has been published by the Detroit Diesel Engine Division of General Motors.

The brochure also covers the characteristics of GM diesel marine engine models and their adaptability to various type hulls; defines such terms as "pitch" and "slippage"; and discusses the factors involved in selecting the correct propeller for most types of boats.

The brochure can be obtained from Detroit Diesel marine distributors or by writing Detroit Diesel Engine Division, Detroit 28, Mich.

Universal Offers Spark Plug "Boots"

Universal Motor Company is now including special spark plug boots on all engines as standard equipment, and offers a complete engine set to all Universal owners.

The spark plug boot is said to help keep the ignition system dry, produce a hotter spark and make for easier starting.

Any owner of a Universal engine, regardless of age, can obtain a set of spark plug boots free by sending a picture of his boat and giving the serial number of the engine to Universal Motor Co., Universal Drive, Oshkosh, Wis.

* * *

Robert Lauth, Bremerton, Wash., has installed a Model 45 Bendix Automatic Pilot on his salmon troller.

* * *

S. F. Distributor Named for "Navicote"

Weeks-Howe-Emerson Co., San Francisco, has been appointed distributor of Navicote marine finishes, it is announced by Earl Huston, Jr., vice-president of Hart & Burns Co., a division of Devoe & Raynolds Co., Inc. Weeks-Howe-Emerson have distributed Devoe & Raynolds marine finishes for many years, but the Navicote line is a new addition.

This company's San Francisco headquarters cover more than 130,000 sq. ft. of floor space—equal to 1 1/3 city blocks—at 645 Howard St., plus its industrial division at 750 Harrison St., carrying a complete stock of marine and fishery supplies.

Don Tolmie, long associated with Chrysler marine engine sales in Southern California, has joined the sales staff of Boatswain's Locker, Newport Beach, dealers in that area for Chrysler marine engines and parts-service.

SAVE UP TO 50%!

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Our rebuilts are assembled with all new heavy duty plates and rubber separators, the same as our new batteries, except we use your case.

New Battery Guarantee!

Write for prices, giving voltage and outside dimensions of case.

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the facts on today's most modern diesels

This big, informative bulletin shows why a P&H Marine Diesel is your best investment — on the important basis of low cost per horsepower, low weight per horsepower, low fuel consumption. Here are pictures, horsepower charts, cutaway drawings, full information. Write for bulletin Z-15 *today.* It's free!

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HARNISCHFEGER CORPORATION

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Fine year round family home with three bedrooms, fireplace, full basement, 2 car garage, boat house. Lawn slopes gently to 100 foot sandy beach. Spectacular view of Cascades and Marine traffic through Admirality Inlet. Located at Hansville on Puget Sound. Price $18,000. Dr. John Bell, 300 Homer, Palo Alto, California.

FOR SALE: 33' Troller "Galilee." 85 HP Kermath with 3:1 reduction. Akervick trolling gurdies and angle boxes, Fathometer, Iron Mike, anchor winch. No backyard rigging. A. E. Dwyer, Box 131, Garibaldi, Ore.

FOR SALE: Sardine purse net, length 200 fathoms, depth 4½ strips, 1½ inch mesh. One cathead, 28 ft. metal boompole. Must sell, make offer. Carl Krauchi, 530 N. Artesia St., Santa Ana, Calif. Phone KImberly 2-4365.

FOR SALE: 38' Kettenburg, built '46, 2 cyl. GMC, 3:1, diesel aux., 12-ton refrig., pilot, radio, RDF, Fath., completely equipped and exceptionally clean, ready for immediate operation, $14,000. 43' square stern troller, Buda-100, nice qtrs., 10-ton hold, built '48, radio, DF, $5650. 78' purse seiner, 38', 260 Superior, 3-71 GMC aux., refrig., 100 ton sardines, radio, DF, Fath., $27,500. 40' steel Db Ender, GMC 6-71, 3:1, diesel aux., sleeps 5, 17-ton refrig., 2400 fuel, radio, DF, pilot, '48, $13,000. FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif., TE 5-3101.

FACTORY REBUILT MARINE ENGINES. Best assortment of 1955 now available. All are rebuilt, tested, fully guaranteed and ready for immediate shipment. Write for our complete bargain list of marine engines, electric light plants, battery chargers, and marine accessories. Purchase on our easy time payment plan if you wish. Universal Motor Co., 423A Universal Drive, Oshkosh, Wisc.

FOR SALE: Two Cat D13000 marine diesel engines, gas engine starting. Twin Disc 2:1 reverse and reduction gears. Good operating condition. Overhauled 1500 hours before being removed from boat. $4,000 each. KING-KNIGHT CO., 360 Jefferson St., San Francisco, Calif. Phone PRospect 6-2700.

TROLLING POLES FOR SALE: Now in stock, straight fir poles, any length, peeled or unpeeled. Will ship anywhere. Orders also taken for masts. Canal Gear & Sprocket Co., 4545 23rd Ave. West, Seattle 99, Wash.

FOLLOW the **FLEET** to **SUN HARBOR MARINA,** 5104 Harbor Drive, San Diego. ACademy 2-1291. M. B. "Curly" Parke, the Fisherman's Broker. Commercial boats, all types.

FOR SALE—SURPLUS: Graymarine diesel engine, Series 6-71 with new Snow Nabstedt 2:1 reverse and reduction gear unit. Engine has been thoroughly overhauled and has new pistons, liners, pins, rings, bearings, valves, guides and other parts. Injectors are 60 m.m. Electrical system is 32-volt with new generator and new starter. This engine has been thoroughly run in our shop and is in perfect condition, $2300. OSWALD MACHINE WORKS, 2936 Hyde St., San Francisco, Calif. Phone: ORdway 3-4364.

FOR SALE: Boat "W.R.J." 40' x 12' 5" x 5', Monk design '46—10 Ton Net. Phone D. F., Pilot, Fath. Chrysler Crown, Top Notch condition. Trolling and Halibut Gear. Walter R. Johnson, P. O. Box 403, Sitka, Alaska.

JERRY'S BOAT SALES. For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker, New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

BUY Surplus direct from Government. Boats, motors, amphibious craft, truck, trailer, jeep, tools, machinery, radio equipment. Hundreds others. Send $1.00 for Government Surplus Bulletin to The Abacus Press, Box 169 PC, East Hartford 8, Conn.

FOR SALE—Commercial fishing boat 48' x 13'10" x 5½', Monk design, steel hull, fuel cap. 2200 gal., water 500 gal. Gross tonnage 31, sleeps 6, completely equipped, priced right. C. M. Negstad, 943 Solano Ave., Albany, Calif.

FOR SALE: Deep sea troller "High C" 45' x 13'4" x 7'9". Built 1952, 19 tons net. Ideal for seiner, halibut or tuna, 6 cyl. GM Diesel, radio, D.F., Iron Mike, Fathometer and repeater, Hydraulic anchor winch and gurdies. May be seen at Poulsbo, Wash. Reasonably priced. Will send pictures and further details on request. Leif Ness, P. O. Box 158, Poulsbo, Wash. Phone, Poulsbo 610.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

Standard Oil Extends Service to Clippers

Standard Oil of California has expanded its service to the tuna clipper fleet by making products available at both ends of the southern California - to - Panama swing.

Fishermen operating off Central America or moving through the Canal can now buy Standard products through a subsidiary, Compania Petrolera California Ltd., located at Dock No. 7 of the government piers at Balboa. Standard products available there include light diesel fuel oil and a complete line of lubricants and greases which are sold in the Canal Zone under the brand name "Calso."

The company's new Canal Zone facilities include a 50,000-barrel tank for marine fuel; space in the local government lubricating oil warehouse, and an office in Balboa.

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White Motor Co. Names Diesel Div. Executives

Following purchase by the White Motor Co. of the engine division of the National Supply Co., reported last month, President Robert F. Black of the White company announced appointment of William F. Burrows as general manager of the newly-acquired division, to be known as the White Diesel Engine Division, which is now the manufacturer of **Superior** and **Atlas** engines. Mr. Black also announced the appointment of William H. Johnson as division controller, and R. E. Lavery, who will assist in the formulation of policies and procedures.

Mr. Burrows has been in charge of diesel engine development for the White Motor Co., and for several years White's Cleveland engineering facilities, under his direction, have been engaged in a diesel research and development program for truck, industrial and marine applications. Now, from the new base in Springfield, Ohio, the company intends to expand its diesel research and development.

Mr. Burrows stated that the new division is going into a very aggressive selling campaign on Superior and Atlas engines for the marine and other fields. An intensive research and development program is already under way to fulfill the firm's commitment to make these engines the best possible product in their fields.

The White Diesel Engine Division sales force will operate from the Springfield, Ohio, plant, and supervision and operation of other departments will be centered there.

William F. Burrows, appointed general manager of the new White Diesel Engine Division.

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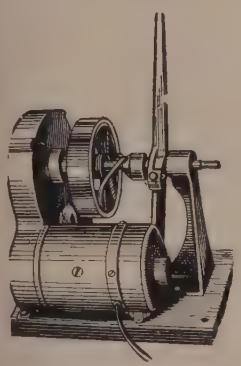
for True-Course Automatic Steering



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Fully reconditioned and modernized with new style pistons, figure 8 liners, steel timing gears, etc. Choice of reduction gears and power take-off. Write us for descriptions.

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Charles O. Tubbs, owner-master of the troller, Buddy 1 of Juneau

"T5X...my choice for a Chrysler Crown"

"For years T5X has been the motor oil of my choice for a Chrysler Crown. I've used this purple T5X in the Crown which powers my troller since it was new, almost five years ago. For reliable performance in any weather, and for low cost of operation and upkeep it's my opinion that you can't beat a Crown with T5X in the crankcase."

Like Charlie Tubbs, you'll find hundreds of fishermen from Alaska to South America who all agree that T5X is the *finest* for Chrysler Crown and other marine engines. We suggest that you put in at a 76 dock soon and give *amazing* purple T5X a try.

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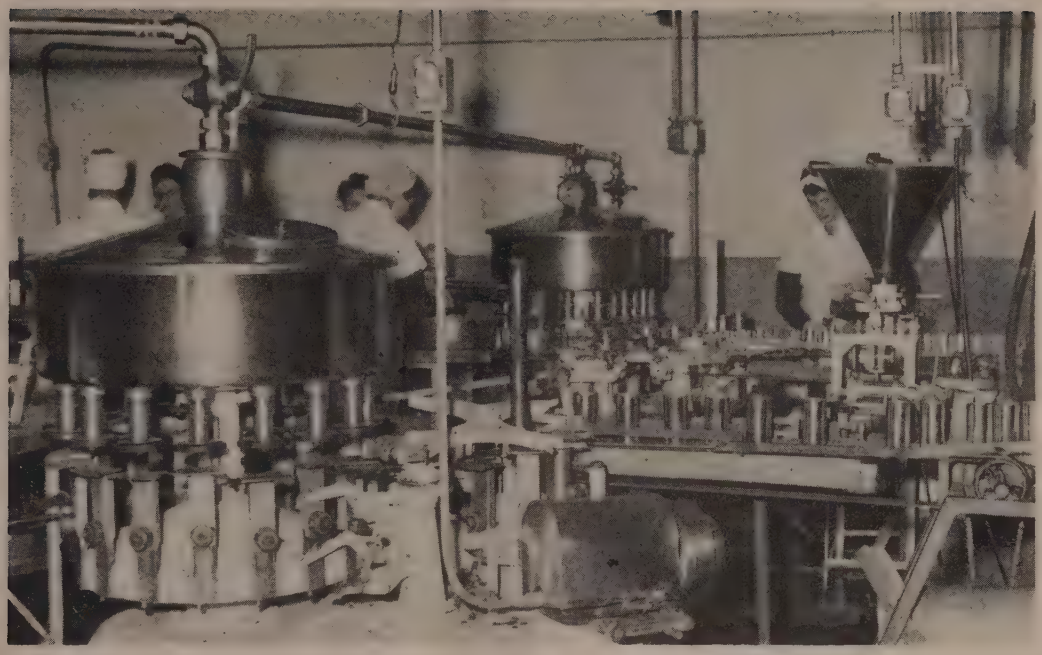


Gleaming Fillers—Stainless steel machines speed Hilton's packing. On the left, the chowder filler; then the oyster stew filler. From the conical tank on the right a measured amount of melted butter is injected into each can of oyster stew.

The Kitchen Concept.. ..In Seafood Canning

• Seafood packing turns an interesting corner at the new Hilton Seafoods Co., Inc., cannery at Seattle, a specialized and handsomely equipped plant devoted primarily to packing oyster stew and clam chowder.

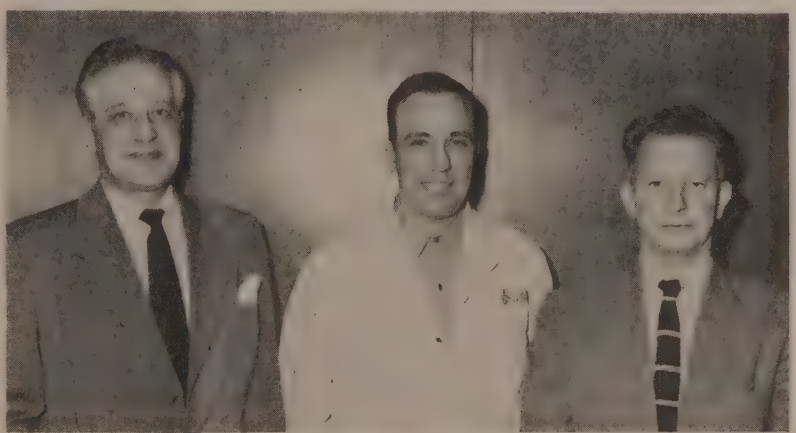
Hilton's is a kitchen rather than an oyster or clam cannery, for its primary products require formulation and preparation in addition to packing and canning.

The company is comparatively new, having been formed in the fall of 1954 by the merger of Hilton Seafoods Co. of Palo Alto, Calif., and the Willapa Bay Oyster Co. of South Bend, Wash.

Prior to that time, the Hilton company had been a marketing concern, headed by Vernon Hunt of Atherton, Calif., and Hamilton C. Dowell, Seattle. The Willapa Bay company, headed by Edward J. Gruble, had packed oysters and oyster stew at South Bend for the *Hilton* label.

The consolidated company is headed by Mr. Hunt as president, with Mr. Dowell vice president in charge of sales and Mr. Gruble vice president in charge of production.

• *CENTRAL OPERATION*—Hilton cannery location is central to supply. That is the key to the move to Seattle from Willapa Harbor, for the plant draws oysters from Willapa Harbor, Grays Harbor, the Olympia district of Puget Sound, the middle Puget Sound area, and the Samish Bay district of northern Puget Sound, where it recently purchased the extensive oyster lands and plantings of Dr. Maimon Samuels.



They head Hilton—Vernon Hunt, president, is on the left; then Edward J. Gruble, vice president for production; and Hamilton C. Dowell, vice president for sales.

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for Inverting, Labeling, Casing

You can speed up operations and materially reduce your labor costs by equipping with CRCO — New Way equipment — Tray Inverters, Labelers, Casers. Trouble-free, high-speed, heavy-duty equipment.

GRAVITY CASER

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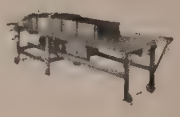

FEED TABLE

Representatives—California: Peter D. Bowley & Associates, 210 Mississippi St., San Francisco 10, Calif. Pacific Northwest: Duncan Equipment Co., 506 Broadway, Seattle 22, Wash. British Columbia: Thos. W. MacKay & Son, Ltd., 1807 Fir St., Vancouver, B.C.

The Best IN LABELING AND PACKAGING Equipment

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COMPANY OF PENNSYLVANIA

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A NEW TASTE THRILL!

So good for you!

HILTON SEAFOOD CO., INC., SEATTLE 99, WASH.

The PAK-FORMER

Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 50 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

Engineers and Designers to the Food Packing Industry

P. O. Box 1332 Warrenton, Ore.

The plant has a spur direct to the Northern Pacific Railway, is close to the sources of its cans and fiber cases, and is readily accessible to milk tank trucks, which deliver one of its principal materials.

It is central also to the large labor supply of Seattle.

The plant is located at 1437 Elliott Ave., West; and is an all-concrete structure. Interior is subdivided into: office; truck discharge dock; cool room; oyster washing and grading room; product preparation room; cannery; warehouse, including cooling, labelling, casing and shipping.

• *PRODUCTS*—Hilton products include oyster stew, canned oysters, cream of oyster soup and whole canned oysters as consumer products; and clam chowder base, and oyster stew base as institutional products in No. 5 cans, 46 oz. net. Also there is an institutional oyster stew pack in 5-oz. tins (211 x 304).

Cans for consumer products are: 10½-oz. Eastern Oyster (211 x 400); and 12¾-oz. tall (211 x 414).

Oyster stew is packed in all three sizes; clam chowder in the tall can only; and the cream of oyster soup only in the E.O. can.

In the institutional items the oyster stew base is packed without milk, saving the shipment cost on this item.

• *EQUIPMENT*—The plant is handsomely equipped throughout, with equal attention to efficiency and sanitation.

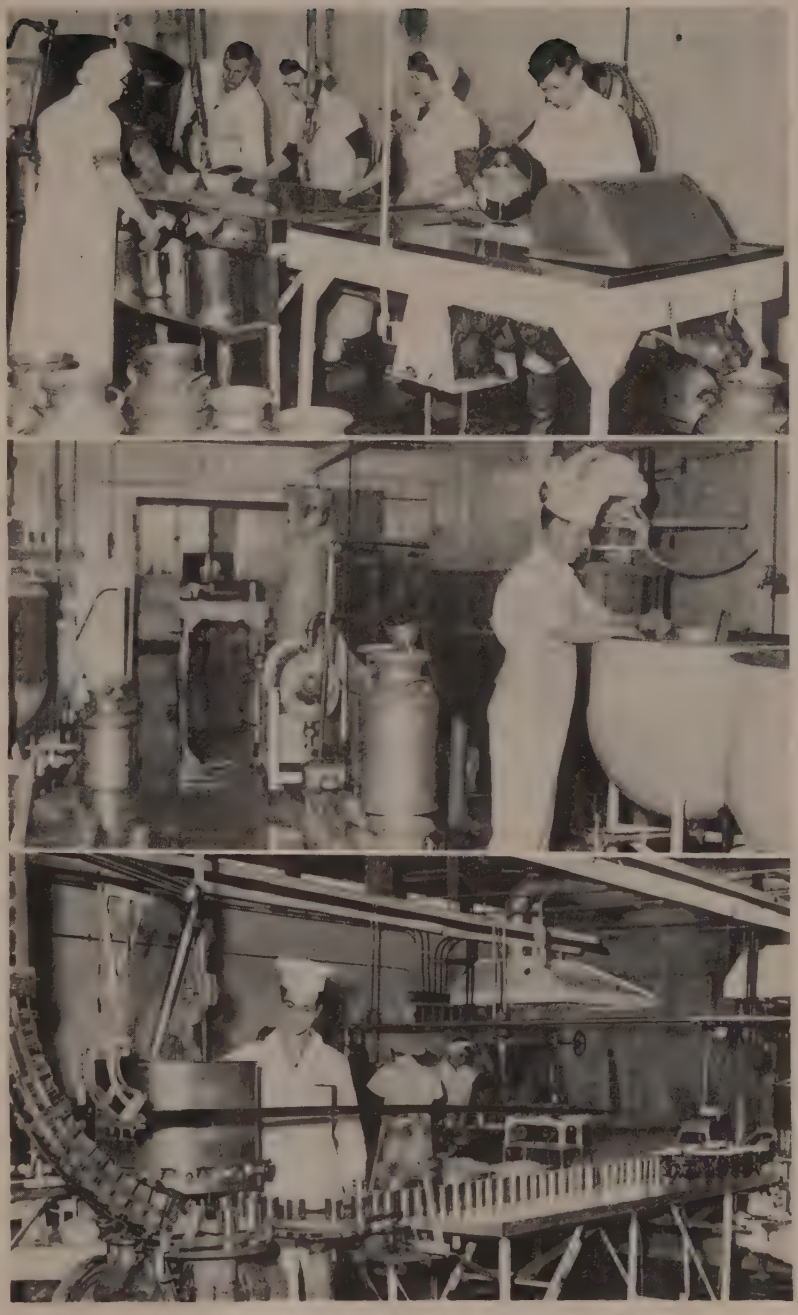
Washers, graders and working surfaces generally are of stainless steel. All piping through which milk, nectar or prepared products are pumped, and all valves and pumps, are of stainless steel and of the take-down type for quick and complete cleaning.

The cooking kettles are stainless steel, steam-jacketed, from Groen Manufacturing Co. There are three large and eight small kettles of this type.

All product cooking is done in one room, which is vented with Western Blower Co. fans. All air entering this room is drawn from the warehouse portion of the plant and is filtered through Air-Maze stainless steel filters before entering the product preparation section.

Cherry-Burrell 16-pocket fillers are used for liquid products; and cans are closed on American Can Co. machines.

The two 4-car retorts are of Reid Boiler Works manufacture, and are equipped with a Taylor Instrument automatic retort control system installed by Duncan Equipment Co. This system handles the entire cooking cycle automatically. Cans are cooled by flooding the retorts with fresh water.



Top—Shucked oysters fresh from the beds are washed again, re-graded, and cubed by circular knives beneath the housing at the right.

Middle—Cook room with 11 stainless steel steam-jacketed kettles, finisher and blending tanks.

Lower—Hot clam chowder, pumped overhead from the blending tank in stainless steel piping, is filled automatically.

Coolers of cans are inverted by machines, run through an unscrambler, and labelled on a Standard-Knapp labelling machine, from which they pass immediately to a CRCO-New Way Caser manufactured by Chisholm-Ryder Company of Pennsylvania. Cases are sealed on a Packomatic sealer from J. L. Ferguson Co.

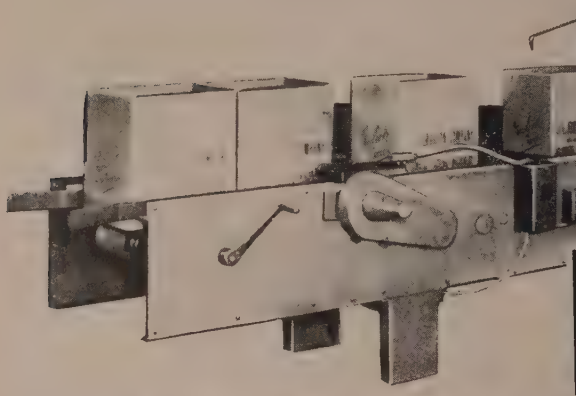
• *MATERIALS* — Hilton's cases as manufactured by Fibreboard Products, Inc., and have pure white exteriors, printed with the label in red and blue. The labels, manufactured by Schmidt Lithograph Co., are embossed on white Kromekote stock with the brand in red and blue.

the NEW PACKOMATIC

SHIPPING CASE SEALER

To Help Speed Your Product to Market

It's new . . . It's improved . . . It's streamlined in design, workmanship and finish—the NEW PACKOMATIC Model D Shipping Case Sealer. Furnished for automatic sealing of both tops and bottoms on one machine —or for top-sealing or bottom-sealing only.



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STANDARD LOW TEMPERATURE FISH MEAL DRYERS

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HIGH PROTEIN MEAL. Actual laboratory tests prove that STANDARD low temperature drying produces up to 2½% more meal with at least 2% more protein than high temperature drying.

OIL, LOW IN FREE FATTY ACID. A STANDARD plant assures you peak delivery of top quality, low moisture, low acid oil.

ELIMINATES SCORCHING AND BURNT ODORS. Low temperature does not degrade or burn protein. Eliminates expensive vapor incinerators.

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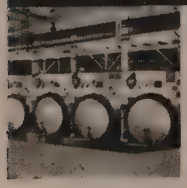
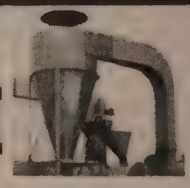
COMPLETE FISH PROCESSING EQUIPMENT





WRITE FOR COMPLETELY ILLUSTRATED FISH PROCESSING BULLETIN TODAY!

STANDARD

STANDARD 52 YEARS 1903 1955 STEEL CORPORATION

STANDARD STEEL CORPORATION

5013 Boyle Ave., Los Angeles 58, Calif ● 15 Park Row, New York 13, N. Y.

Milk is purchased from Arden Farms Co., and delivered in 1,500-gal. tank truck lots.

Ac-cent monosodium glutamate from International Minerals & Chemical Corporation is used in the oyster stew and clam chowder formulation.

Cans are delivered from the American Can Co. factory close-by in paper bags.

Diversol products are used for the exacting work of cleaning and sterilizing all kettles, utensils, piping, pumps and valves.

● *PROCESS, STEW*—Oysters are all received at the plant in shucked condition, having been shucked, washed and graded at the plants on the oyster beds and shipped overnight by truck to Seattle. Tinned, closed milk cans are used for shipping the oysters. Cans are unloaded in the truck bay of the plant and moved immediately into the cold room, held at 33° F.

As required, cans of oysters are drawn from the cold room and emptied into a stainless steel washer where they are agitated by compressed air. The empty cans are washed and sterilized by an automatic milk can sterilizer before being returned to the shucking plant.

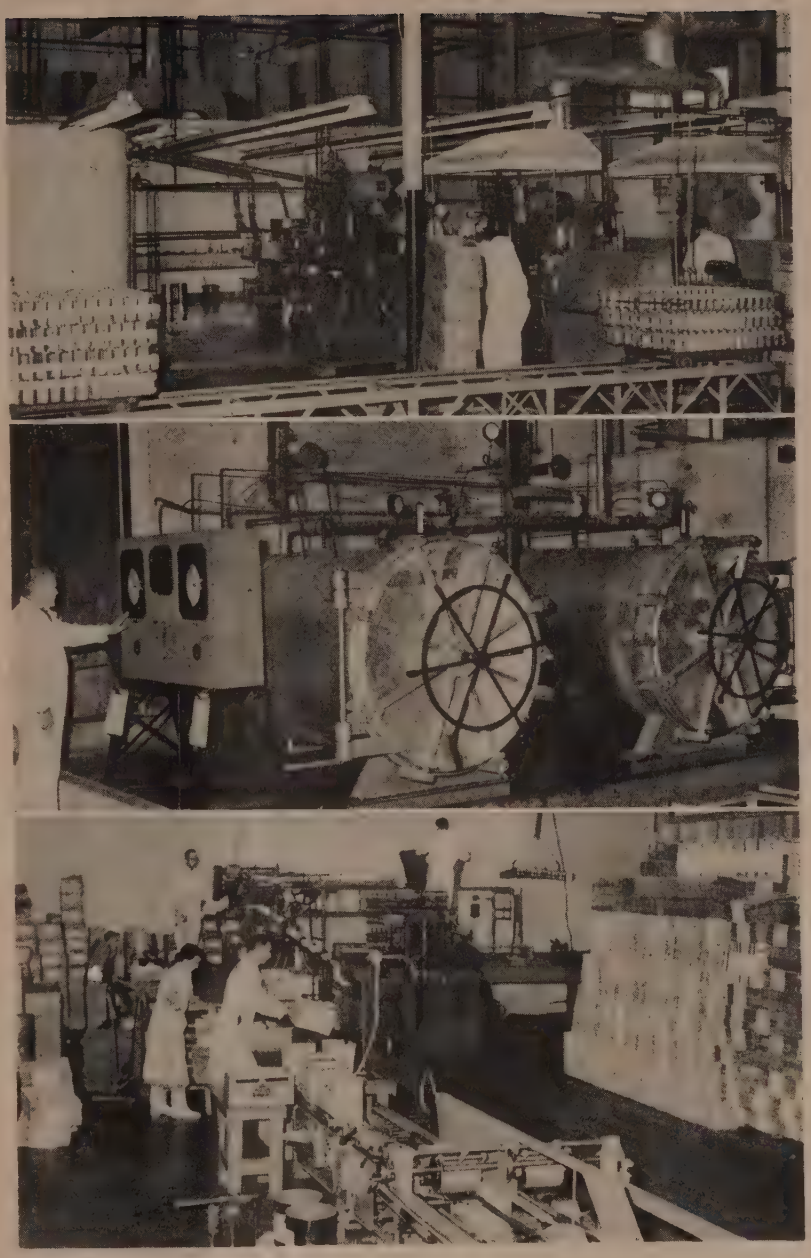
Following the advanced process common on the Pacific Coast, Hilton oyster products are all canned from oysters which have been shucked fresh and not steam-opened. This conserves the flavor and tenderness of the seafood. The oysters are not cooked in any way until they are blanched, a brief pre-cook which firms the meat immediately before it goes into the can.

Oysters after their second washing —the first in the shucking plant—are again graded and special sizes desired for packing as canned oysters are then selected. Oysters for stew are carried by a white rubber belt through a set of circular knives which slice them into approximately uniform portions about ½" thick.

The sliced oysters are blanched briefly and then go to the women fillers who fill the cans, weighing each on close-tolerance scales.

Milk received at the plant by tank truck is pumped into two stainless steel refrigerated tanks, each of 1,500 gals. capacity, where it is constantly aerated by bubbling compressed air, rather than agitated by mechanical means. As required, milk is pumped into a 600-gal. stainless steel tank for blending with oyster nectar before being pumped to the stew canning line, where a 16-pocket machine fills the cans, which have already received the proper quantity of oysters.

Cans then pass beneath a Simplex piston filler which accurately meters the melted butter into the cans. Closing on a steam-jet vacuum machine follows.



Top—American Can Co. closing machines and cooler loading in the Hilton plant. One of the two 1,500-gal. stainless steel refrigerated milk tanks on the left.

Middle—Reid retorts are equipped with a Taylor Instrument automatic control system. Precision processing is particularly important in prepared seafood soups, stews and chowders.

Lower—Warehouse functions are fully mechanized, with electric hoist, fork truck, cooler dump, can unscrambler, labeling machine, caser, and case sealer shown here in operation.

● *PROCESS, CHOWDER*—Shucked and dressed butter clams frozen in blocks are received at the plant from British Columbia producers. Frozen clam nectar is also used in the chowder.

The clam nectar is used in preparing a cream chowder base which is cooked in a steam jacketed kettle to the proper consistency to hold the clams and oysters in suspension. Seasonings are added to the stock, which is pumped from the cooking kettle through a finisher to insure perfect smoothness. It then goes to a kettle equipped with agitator.

The clams after thawing are thor-

Headquarters plant of Hilton Seafoods Co. is a thoroughly modern industrial building on Seattle's main waterfront traffic artery, with highway, rail and water shipping facilities.

oughly washed and then minced. Together with diced potatoes, they are added to the chowder base in the agitating kettle, and from it the finished chowder is pumped to a gravity type 12-pocket filler from which the cans go direct to the double-seamer. The chowder, being filled hot, establishes satisfactory vacuum.

• *CAPACITY and FUNCTION* — Current capacity of the Hilton plant is about 2,500 cases daily, with an *average* run of around 2,000 cases of 24 cans.

During the current season the plant will consume about 100,000 gals. of shucked oysters, most of which are purchased on contract from independent growers who shuck, wash and grade the oysters in their packing plants located close to the beds.

The shucked oyster requirement of the Hilton plant, and its ability to use oysters over a considerable size range, obviously exerts a stabilizing influence on the market for fresh oysters, as the plant affords the grower a substantial and steady outlet, free from the vagaries of the fresh oyster market.

Pyramid Will Can Superior Fish

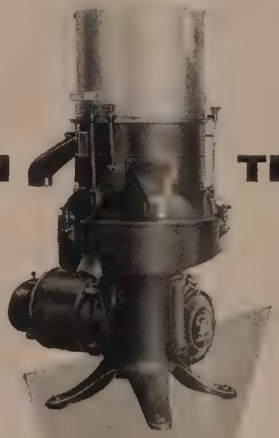
Frank Wright, head of the Pyramid Fisheries Co., Sitka, went north late in May. This company is working under a contract to buy all trap fish of the Superior Packing Co. which, with the catch of the dozen or more seiners fishing for Pyramid, should produce a fair pack. The output will be marketed under an exclusive contract by the Skinner & Eddy Corp., Inc.

Leo Kreielsheimer's Mother Passes

Mrs. Olivia Thornton Kreielsheimer, widow of Max Kreilsheimer, for many years head of Kadiak Fisheries Co., Seattle, and mother of Leo T. Kreielsheimer, now president of that company and long treasurer of the Alaska Salmon Industry, Inc., died May 3 in a Seattle hospital. Max Kreielsheimer died in 1935.

Gorman Heimueller, sales representative for Golden Dipt breading and batter mix working from Morrill Nelson Co., Los Angeles, recently returned from a sales trip to the Las Vegas, Phoenix, Tucson area and from the San Francisco area, where he was accompanied by William O. Dooms broker and company sales representative and Bill Wieking, Golden Dipt salesman

RIGHT IN THE MIDDLE...



The three-way De Laval "Nozzle-Matic®"...operating between a De Laval Meal Recovery Centrifuge and a De Laval Fish Oil Purifier... is the most efficient and economical means known for completing the removal of solids from fish oil.

The "Nozzle-Matic" operates for long periods of time without bowl cleaning... and at *constant efficiency* throughout the run. It ensures *oil-free stickwater* and *solids-free* oil.

DE LAVAL
fish oil separators

THE DE LAVAL SEPARATOR COMPANY Poughkeepsie, New York • 427 Randolph St., Chicago 6 • DE LAVAL PACIFIC CO. 61 Beale St., San Francisco

Seattle's Fish Divoteers Hold Spring Tourney

Jupiter Pluvius finally gave up in disgust when 141 Fish Divoteers braved the elements to play in this organization's seventeenth annual spring golf tournament at the Rainier Golf & Country Club, Seattle, April 15. Festivities at the "nineteenth hole" and the banquet in the evening were enjoyed by 179 members and guests to make this tourney one of the most successful on record.

Highlight of the banquet at which President John McCallum, of the McCallum-Legaz Fish Co., presided, was the awarding of the day's prizes by Ed Verner, Leslie Salt Co., the perennial master of ceremonies.

Low net in the first division went to Glen Wicker, Green Bay & Western Railroad, with a 67. George Skarich, Wickwire-Spencer Steel Division, with a 73 again won low gross honors. Glen Groth, Chignik Fisheries Co., was awarded a permanent trophy as the winner of low net honors in the 1954 spring tourney.

In the second division Walter P. Shiel, Jr., of W. P. Shiel & Co., carried off the prize for low net with a 60. Ken Williams, Dehn & Co., not only took home the award for low gross but also a permanent cup as the low net winner in 1954.

Fritz Frolich, Nakat Packing Corp., came up with a 59 to win low net in the third division, with the award for low gross going to Walter Johnson, Halibut Producers Cooperative. A permanent cup went to A. E. Allen, Jr., who won low net honors last spring.

Competing in the guest division, R. D. Stoltz, American Mail Line, was the low gross winner.

The tournament was staged under the direction of Edward Verner, assisted by Al Ingraham, Pacific Marine Supply Co.; Robert Silver, Whiz Fish Products Co.; Chas. Sherriff, B. R. Anderson & Co.; Bill Eardley, Jr., Eardley Fisheries Co., Inc.; Carlos Moore, Booth Fisheries Corp.; Pat Douglas, Skinner & Eddy Corp., Inc.; Harold Friele, Nakat Packing Corp.

Peter V. Petrich, well known to Puget Sound and Alaska fishery operators as president of the Petrich Machine Works and the Olympic Propeller Co., died in Seattle April 12. He was a native of Gig Harbor, Wash., aged 61. He is survived by his widow; a brother, John; a sister, Mrs. Tenina Barcott of Tacoma, and several other relatives active in the fishing industry.

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WITH TUBBS

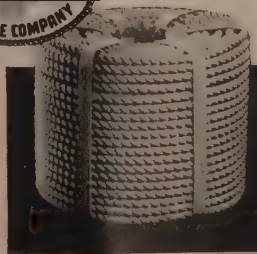
EXTRA SUPERIOR MANILA

For sure, fast landing of the catch, Tubbs Extra Superior Manila has been preferred by fishermen for nearly a century.

Top grades of pure Manila fibers are carefully selected and blended for extra strength and longer working life. Special lubrication and water repellency treatments make Extra Superior Manila flexible and easy to handle under the toughest fishing conditions.

Don't take a chance with your catch. For toughness, strength and dependability, specify EXTRA SUPERIOR MANILA by Tubbs, a trusted name in rope since 1856.

TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY



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Food for Thought

TODAY, canned salmon is one of the most economical and appetizing foods we eat. Homemakers have many tasty recipes which make a main salmon dish for as little as 15c a serving.

This does not mean that salmon appeals only to budget-conscious persons. Salmon is also the epicure's choice . . . one of the most delicious and delectable seafoods there is.

However, the Industry today is faced with a continuing problem . . . **there are many other competitive economical foods.** Salmon with its high content of essential food values, its deliciousness, its attractiveness, will continue as a prime favorite, but only **if we keep it within price reach.** It is therefore up to all of us in the fishing industry to **cut costs wherever possible.**

Pacific American Fisheries, Inc. pledges it full cooperation to this end.

PACIFIC AMERICAN FISHERIES, Inc.

SOUTH BELLINGHAM, WASHINGTON

Quality Always

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

A strong delegation of British Columbia fishing company executives represented the Pacific coast at the annual meeting of the Fisheries Council of Canada at Winnipeg, and one of their number **Norman Hyland,** general sales manager of B. C. Packers, Ltd., Vancouver, was elected as the new president. Here is a group of the British Columbians at Winnipeg.

Front row, left to right: **R. Nelson,** Nelson Bros. Fisheries; **John M. Buchanan,** B. C. Packers; **Frances Millerd,** F. Millerd & Co.; **George Alexander,** deputy minister of fisheries; **John Macdonald,** secretary-manager, Fisheries Association of B. C. Back row, left to right: **W. L. Whittaker,** Nelson Bros. Fisheries; **J. N. Hyland,** B. C. Packers; **R. T. Hager,** Canadian Fishing Co.; **G. B. McKay,** Canadian Fishing Co.; **O. J. McDonald,** Queen Charlotte Fisheries; **T. H. Sorensen,** Fishermen's Co-operative Federation; **H. H. Thom,** Atlin Fisheries; **C. R. Elsey,** B. C. Packers; **M. McCallum,** independent agent; **A. E. Lanyon,** Western Fisheries; **F. Millerd, Jr., F.** Millerd & Co.

Hyland Heads Canada's Fisheries Council

Norman Hyland, director and general sales manager of B. C. Packers, Ltd., Vancouver, was elected president of the Fisheries Council of Canada at the recent meeting in Winnipeg, succeeding H. A. Russell of St. John's, Newfoundland.

Vice-president representing the Pacific coast is O. J. McDonald, manager of Queen Charlotte Fisheries, Ltd. Directors for the same region are Roger Hager, president Canadian Fishing Co.; Dr. Roy Elsey, technical director B. C. Packers; Richard Nelson, president Nelson Bros. Fisheries: Francis Millerd, Jr., manager F. Millerd & Co.; Borden Smith, Canadian Fishing Co., and Ken Harding, general manager Prince Rupert Fishermen's Co-operative Association. (The last-named organization is a new member of the council).

Use of fish by-products for stock and poultry feed was among the subjects for discussion in which Coast delegates took prominent part.

Hon. James Sinclair, Canada's minister of fisheries, was one of the principal speakers. Mr. Russell, the retiring president, gave an interesting address, referring especially to a number of tariff matters which have been urged by the Council in response to prevailing opinion in the industry.

Flake-Ice Machine For Klawock Cannery

Klawock Oceanside Packing Co.'s salmon cannery at Klawock, Alaska, will start the new season with a 5-ton York flake-ice machine installed over its fish bins, with an ice-storage room arranged to discharge both directly onto the sorting belt and to the holds of fishing boats alongside, which is expected to be a great help in keeping the fish for canning in prime condition.

This cannery, which was leased last season by G. P. Halferty & Co. and Oceanic Fisheries Co., operating as Klawock Packers, this year will can its own fish and also those of the Hydaburg Cooperative Association in a joint operation. Eldon Grimes—a nephew of the late O. L. Grimes, who operated for many years at Ouzinkie—is cannery manager for both the Klawock and Hydaburg concerns.

SALT

That Has Stood the Test for Over 45 Years

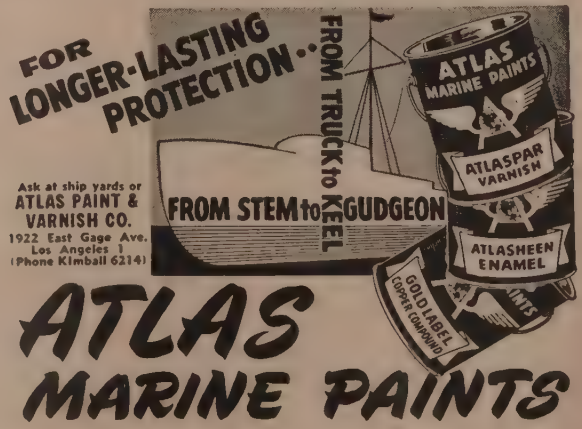
All Grades :: High Quality :: Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.

PROMPT SERVICE BY TRUCK OR RAIL

PHONE: TUcker 1424



Union Stresses Need Of North Pacific Research

Urging favorable action on the supplemental appropriation request for $730,000 to cover American participation in the high-seas fishery research of the International North Pacific Fisheries Commission, the Alaska Fishermen's Union, in a letter to the House committee on Merchant Marine and Fisheries, made a notably strong presentation of the imminent necessity of these studies.

The funds requested for the various phases of the research are as follows:

Salmon	
Study of offshore distribution	$188,800
Identification of racial stocks	225,000
Study of movements by tagging	91,200
Oceanographic studies	175,000
King Crab	
Distribution and abundance	50,000
Total	$730,000

To show how vitally important it is for the United States to get a research program started which will give us information we need for the protection of our fisheries, the letter cites the staggering increase in the Japanese salmon catch in the waters concerned:

> 1952, the first year the Japanse fished the high seas after the war, they took a total of 2,100,000 salmon.
>
> 1953, their total had increased to 7,700,000 salmon.
>
> 1954, the figure shows 20,493,000 salmon.
>
> 1955, their target catch calls for approximately 40,000,000 fish.

This program, the letter points out, is designed "to determine if the line running along the 175th meridian will adequately protect our Alaska salmon. . . . In order to safeguard those fisheries, it is necessary to conduct an extensive research, so that if it is found that the Japanese . . . are taking salmon which originate in American waters, corrective measures can be instituted which will alleviate the danger of destroying Alaska salmon runs in the future."

"We cannot over-emphasize the need for the money requested", the letter proceeds. "In order to defend the position of the United States within the Commission, when the treaty comes up for review four years from now, the U.S. delegation must have positive proof to support whatever position they will take at that time. Failure to have such proof . . . could well lead to a disqualification of further Japanese abstention and the probable destruction of the U.S. salmon fisheries in Alaska. . . .

"The Japanese . . . are well acquainted with the migrations and behavior of the salmon in this area. The United States has at no time engaged in such high seas fisheries, and we are totally ignorant on many of the problems which now confront us. This, again, explains the very great need for appropriations to carry out the necessary research.

"Failure to maintain such research eventually would lead to partial destruction of the Alaska fisheries—it would be a severe blow to the economy of Alaska as well as of the fisherman living up and down the Pacific Coast. . . . We think it is of utmost importance to preserve this valuable supply of salmon—we cannot afford to fail to protect it. The appropriation as a whole, plus this supplemental request, certainly is a cheap price for the United States to pay for such protection."

So much depends on the oil!

● The delicate flavor . . . the tempting freshness of your finest canned fish can be entrusted to Archer "S" because this clear, bland soybean oil has had every trace of odor removed by a special refining process. Also, you get the same high quality oil *every time you order.* Archer "S" *can't* vary. It's refined not in batches, but as an endless "ribbon" of oil. By streamlining refining, we are able to *streamline the cost* of Archer "S" too. Ask us for samples and prices.

Improve the Flavor... pack with

Archer "S"

America's Finest Soybean Salad Oil

Archer-Daniels-Midland company

700 Investors Bldg., Minneapolis, Minn.

Joe Ellson Joins Snug Harbor Packing Co.

Joseph G. Ellson, for the past 8 years with the U. S. Fish & Wildlife Service, most of that time in charge of exploratory fishing operations on the *John N. Cobb,* recently felt an urge to get back into the commercial end of the fisheries, and has become associated with the Snug Harbor Packing Co., operating on Cook Inlet. Joe grew up in the salmon canning industry, and was a cannery superintendent for some years before entering the government service.

Mike Turnacliff Joins Father in Meredith Co.

Mike Turnacliff, a recent graduate of the University of Southern California, where he majored in merchandising, advertising and sales promotion, is now associated with his father, Lloyd Turnacliff, in the Meredith Fish Co., Sacramento.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

June, 1955

Salmon Stocks Reduced By April Buying Spurt

Movement of canned salmon from Pacific Coast warehouses picked up rather sharply in late April, leaving the market practically bare of everything but Alaska Red and Puget Sound Sockeye halves, and reducing stocks of the latter items to very comfortable (or perhaps less - than - comfortable) proportions. Even including them, the market has seldom if ever been so completely cleaned up.

Most striking feature of the month was a sudden spurt in export buying of Sockeye and Red halves, for immediate shipment—reportedly by British interests, though authentic information is not available—which made a big hole in the supply. Domestic shipments, both of these and other varieties, are said to have been largely in fulfillment of older contracts; but new sales also showed a distinct revival and, in view of the small supply in most lines, the movement has been really remarkable. Business since the first of May has been of a routine character, but of sufficient volume to give considerable encouragement.

Prices have been maintained with notable steadiness, the general range having shown very little variation since the first of the year; and there was no visible evidence of the softness often seen in April. In fact, some sellers are now talking of an advance.

As for Puget Sound Sockeye halves, of which the stock seemed quite burdensome a few months ago, some packers are completely sold out; others are holding small quantities for visible needs; and the only substantial supplies are in the hands of a few large concerns who are in no hurry to sell. Alaska Red halves are somewhat more widely held, but the total stock can no longer be considered large. New-pack Copper River Reds and Chinooks (mostly if not entirely in halves) will begin to arrive about the end of May, but no great quantity is expected; some SAP orders are being booked for them. Few Red talls will be available for a couple of months.

The Columbia River season opened with the best run in years, and quality which assures that the early Chinooks will be really fancy. Opening prices were expected by the middle of May.

Talls of all species appear to be completely off the market: there may be a few small scattered lots of Chums, but if so they are hard to find. Chum halves are still available, but only in very small quantities. There will be no Pinks in any size until new packs: with Puget Sound again in the Pink picture, they should begin to appear in August. Most sellers are out of Alaska Chinooks, though a few halves may still be found; while Medium Reds or Chohes seem to be all gone.

SEATTLE MARKET

Prices openly quoted at presstime, f.o.b. Pacific terminals, for cases of 48 cans, unadvertised brands. Advertised brands of some principal items are priced somewhat higher.

Alaska Salmon	
Red or Sockeye, halves	16.00-17.00
King or Chinook, halves	15.00
Medium Red or Coho, halves	14.00-14.50
Chum, talls (summer)	17.00
Chum, halves	9.25- 9.50
Puget Sound	
Sockeye, halves	16.50-17.50
Sockeye, quarters	9.00-10.00

Tuna Marketing Campaign Receives Strong Support

Inventory of canned tuna in California was around two million cases as this issue of *Pacific Fisherman* went to press, indicating a drop of about a million cases since the first of the year. This was a holdover from the largest pack in the history of the California industry. Tuna was moving off the retail shelves at a fully normal rate.

Actually sale of tuna, nation-wide, is fully holding its own, if not actually gaining. If it were not for the heavy inventory with which each recent year has opened, and the combination of imports, frozen and canned, and the abundant supply of domestic fish, the California industry would be in a very healthy state.

One canner announced that its sales of tuna during February, height of the Lenten season, were the highest in its history. Westgate-California Tuna Packing Co. reported that the sales of its Breast O'Chicken tuna for the first quarter of 1955 were 13% higher than for the same period in 1954.

The nation-wide campaign on the theme "Summertime Is Tuna Time," planned by the Pacific Coast tuna industry with the cooperation of the Fish and Wildlife Service, is geared to climax June 2-11 and is expected to produce important results in moving the supplies on hand.

The Department of Agriculture has included tuna in its Plentiful Food List for May and June; 30 field members of the Market Development section of FAWS in late April contacted every state school lunch director in the United States. The schools in this program serve approximately ten million meals daily.

The following groups have indicated their active cooperation in the program: A&P; Safeway; Supermarket Institute; Grocery Manufacturers Association; National Association of Retail Grocers; U. S. Wholesale Grocers' Association, Inc.; National Food Brokers' Association; the Association of American Railroad Dining Car Officers, and the National Canners Association.

The military has scheduled the use of tuna by ordering tuna salad for May 15 and June 7, Army and Air Force; and baked tuna and noodles, Navy, June 1 and tuna salad, June 24.

Los Angeles chain stores in late March and early April were offering chunk tuna, advertised brands, at below the usual 29c per can level; from 25c to 27c per can.

Looking over the fish steak table during the Public Judging of Fish and Shellfish, Sunday, April 24. The occasion is the National Fisheries Institute's tenth annual convention, held at the Hotel Roosevelt, New Orleans. Left to right: Lawrence Calvert, San Juan Fishing & Packing Co.; G. M. Reinke, Reinke & Amende; Stanley Remus, Stanley Remus & Co.

along the lines contemplated in this promotion, the fishermen's price prospects for the 1955 season are anything but bright.

Unless the dealer can look forward with some confidence to better marketing experience than in the past, he's sure to be cautious. If he gears his bidding to the profits he made in halibut of 1954 production, it will be low.

Boyd-Collins Co. Distributor for Shrimp

Boyd-Collins Co., San Francisco sea food factor, has been named national distributor (except for the Los Angeles area) for Fishking Processors, Inc. line of *Mrs. Friday* breaded shrimp packed in Los Angeles. *Mrs. Friday* Breaded Shrimp are packed in 5-lb. 2½-lb., and 10-oz. cartons.

Reinke & Amende Move

The frozen seafood brokerage firm of Reinke and Amende has moved its office to 1206 S. Maple Ave., Los Angeles, where also is located the Los Angeles office of the Wilbur-Ellis Co.

Help For Halibut

● Unhappy halibut marketing experience of the past spring is stimulating early discussions of a program designed to produce an effective promotional program for this fish, in which the United States and Canada have a virtual world monopoly, but which they have not been marketing with a consistent profit.

With 70,000,000 lbs., approximately, sure to be produced—and no more possible under the quota—there is no danger of unexpected over production.

Thoughtful producers and distributors recognize as well that halibut, with its universal popularity and its exceptional characteristics of maintained quality throughout the distribution period, has a preference potential which has not been realized upon for a number of years.

To recapture halibut's former position as one of the top-demand, true delicacy items on the fish list is the objective of the movement just now getting under way in the halibut trade, as new halibut comes up for auction.

Without some promise and progress

Big Advertising Program On C.R.P.A.'s "Bumble Bee"

Columbia River Packers Association, Inc., announces the largest advertising program in its history, focused on its "Bumble Bee" brand seafoods and continuing from March through the fall. Principal medium will be 24-sheet outdoor posters in the nation's major markets, with transportation advertising in several of the company's key markets. Especially featured will be "Bumble Bee" salmon and tuna, the two leading items in the company's extensive line of fancy seafoods under the "Bumble Bee" brand.

During 1954, it is stated, C.R.P.A. established new production and sales records for the second consecutive year, which is attributed in large measure to the consistent emphasis on quality in the "Bumble Bee" line.

Columbia River Packers Association, Inc., has one of the most diversified seafood operations in the industry, with modern, sanitary cold storage and salmon and tuna canning plants on the Columbia River, Puget Sound and in Alaska, and reaches far afield through the Pacific for raw material to supply its fast-growing tuna market.

Packaged frozen seafoods, as well as canned, are processed and distributed under the "Bumble Bee" brand, including fish sticks, halibut and salmon steaks, and fillets of sole, rockfish and ocean perch.

Budd Weyand Passes

Budd T. Weyand, for many years prominent in canned salmon marketing, died April 1 in a Seattle hospital, after a long illness.

A native of California, Mr. Weyand first worked as bookkeeper for the former North Alaska Salmon Co. of San Francisco; continuing for some time with Libby, McNeill & Libby after they bought out that company. On his second trip to Bristol Bay he was on the sailing ship *St. Francis* when she was wrecked in the Aleutions. Later, coming to Seattle, he was associated with the former Carlson cannery at Auk Bay and the Alaska Fish Co. plant at Waterfall (now owned by Nakat Packing Corp.); then entered the selling field as Seattle manager for the R. E. Cotter Co. of San Francisco, and for a time was canned salmon buyer for I.G.A.

He founded his own salmon brokerage business in 1935, first under the name of Griffith-Durney Co. of Washington and later as Weyand & Co., continuing until last year, when he retired because of failing health.

Surviving are his widow, Lola E. Weyand (herself well known in Seattle canned salmon circles before their marriage); a son, Budd T II, and a daughter, Susan A.

Robert L. Stix, Inc. Opens Office in L.A.

Robert L. Stix, Inc., sales representative for canned and frozen seafoods, with headquarters at 260 W. Broadway, New York, last month opened an office in Los Angeles: address, 114 South Central Ave., Los Angeles 12; phone MIchigan 2525.

The Stix firm announces the election of Bob Hayman as secretary of the company. Mr. Stix says his staff has been doing a lot of traveling lately, and engaging in extensive promotional activities on behalf of the products handled.

Gavin Brothers Move

Gavin Bros., Inc., Seattle canned salmon sales agency, after many years in the Colman Bldg., occupied new quarters the first of May at 2700 Westlake Ave. North, Seattle 9; phone ALder 3200.

John Menzies, president of Parrott & Co., pioneer San Francisco food distributing firm, is back at his desk after a six weeks' tour of Central America and the West Indies, accompanied by Mrs. Menzies.

They Add Up To A Lot of Sales!

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Office: BELL STREET TERMINAL, SEATTLE 1

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

Tuna Men Attend Supermarket Convention

Attending the annual Supermarket Institute convention in Cleveland the first week in May were Harold Requa, Jr., advertising and public relations director of Breast O'Chicken, Inc., San Diego, and the company's sales manager, Larry Kaner, and field sales director, Earl Gustafson. After the convention they visited the principal markets in the east and mid-west.

On April 29 began the joint sponsorship of the Queen for a Day television program. One 15-minute segment a week is sponsored by the tuna canner over a 26-week contract period. One feature of the sponsorship is the presentation of a year's supply of Breast O'Chicken tuna to the "Queen for a Day."

Van Camp Advertising Features Tuna Recipes

Van Camp Sea Food Co.'s current advertising campaign, climaxing in two-color advertisements, features tuna recipes from around the world, using Chicken of the Sea and White Star tuna. In addition the campaign promotes Chicken of the Sea dietetic and strained tuna, Chicken of the Sea frozen tuna pie and tuna dinner, and Willapoint oysters and oyster stew.

Stick Dinners Packaged By "Wrapmaster" Machine

An unfortunate error was made in the story headed "Lucky Fisherman" on page 55 of the May *Pacific Fisherman*, in which George Christo's fish stick dinner was said to be cellophane-wrapped on a Schooler wrapping machine. The machine is a "Wrapmaster" wrapping machine, manufactured by Schooler Mfg. Co., Burbank, Calif.

BREAST-O'-CHICKEN TUNA, INC.
28th Street and Harbor Dr. San Diego, Cal

Dunagan Selling Guaymas Packaged Shrimp

Leonard A. Dunagan Co., Glendale, Calif., is now selling West Coast of Mexico green shrimp in 5-lb. packages, nationwide, under the *Conquistador* label. D. W. Wood is in charge of these operations.

The Dunagan firm is affiliated with the chain of Bob's Drive-Ins (nine of them), which sell about 120,000 pounds of fried shrimp a year. The restaurants also sell a breaded shrimp in 8-oz. packages, Marathon cartons.

Shrimp for Dunagan, etc. is produced by Hielera Congeladora del Golfo de Cortes, S. A., Guaymas. Inspector in charge of quality control is Albert Tirado, Jr., a graduate in chemistry of the University of Arizona.

The Guaymas plant has increased its capacity by 15,000 lbs. per day by adding a new freezing compartment.

Broker for *Conquistador* in Northern California is the Norfish Sales Co. of Oakland. In Southern California it is Amende & Schultz and San Diego Fish Co.

Gosse's "Red Breast" Salmon on Radio

Through an arrangement made to start April 1, Puget Sound Sockeye salmon under the *Red Breast* brand of the F. A. Gosse Co., Seattle, has been served every Friday as a "chef's special" to studio audiences in the Arthur Godfrey radio program, which reaches 206 stations across the country—with Arthur Godfrey putting in a "plug" for Red Breast salmon at the close of the program.

William Husband, who has been export manager for the F. A. Gosse Co. for many years, recently had the function of sales promotion manager added to his duties.

Fradelis Features Frozen Shrimp Dinner

A fried shrimp dinner, frozen, believed to be the first of its kind on the Pacific Coast, entered the frozen food cabinets of Southern California grocery stores in March.

The shrimp is supplied by importers of Mexican West Coast shrimp; is breaded with Golden Dipt, and fried by Fish King Processors, Los Angeles, for the Fradelis Frozen Food Corp. The fried shrimp joins french fries, buttered green peas and shrimp sauce in a foil plate supplied by Fo Kraft, Inc. of Los Angeles. Th "tuck-in" wrap is by Reynolds Meta Co.

The container for the dinner is b the California Container Corp., bea ing the trade name of "Kliklok 9-1/8 x 7-3/16 x 1", hinge cover styl The Fradelis concern plans to intr duce a frozen fish dinner soon, usi halibut.

Fish Sticks Facing First Economic Testing

Major fish stick producers at th N.F.I. convention in New Orleans the end of April admitted quietly serious concern as to the immedia future.

There were rumors of invento troubles revealed by end-of-Le stock-taking; with sporadic price cu giving signs of spreading.

The fantastic build-up of the fi stick business, which amounted to on 148,000 lbs. in March, 1953, and 7,148,000 lbs. in March, 1955, w expected to show signs of slowing the second quarter of the year.

If this follows, and New Orlea held many who would back the fo cast with negotiables, it will be t first setback sticks have suffered sin they began a build-up unprecedent in the fish business.

Union Fish Co. Handles Nova Scotia Line

Union Fish Co., San Francis now represents Leonard Bros. D sion, National Sea Products, Nc Sydney, Nova Scotia, for its line smoked cod fillets and kippered H ring, in northern California, acco ing to Stanley Cocks, manager.

Van Camp Sea Food Company early May announced its intention opening its San Diego tuna cann May 16, after a shut-down of sev months.

The High Seas plant of Star-K Foods Inc., San Diego, was repo still inactive as this issue went to pr

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For added convenience, put in selective signalling. Then the operator can dial your ship just as she dials your home telephone.

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Eliminates Guesswork —Assures Bigger Catches

FISCHLUPE* is the newest cathode-ray type of depth sounder that gives a continuous picture of the waters beneath your ship.

It locates schools of fish . . . spots underwater hazards that can hang nets . . . aids in navigation and survey work . . . functions as an underwater depth indicator. Fish and other objects appear as short horizontal traces on a cathode ray tube.

The FISCHLUPE is a boon to fishermen. Length of "fishing time" can be reduced. Unprofitable towing can be prevented. The catch can readily be estimated, and net hauled in at the correct time. No special knowledge required to operate the equipment.

*"Fish-Lens"

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1075 Folsom St., San Francisco 3, Calif. Tel: MArket 1-1062
Radiomarine Corporation of America
437 North Avalon Blvd, Wilmington, Calif. Tel: Terminal 4-3469

RCA

RADIOMARINE CORPORATION of AMERICA
A SERVICE OF RADIO CORPORATION OF AMERICA
75 VARICK STREET, NEW YORK 13, N. Y.

Sockeye Commission Data Indicate

1955 Run May Equal Or Surpass That of 1951

In other years, about this time, *Pacific Fisherman* has presented a review of the Fraser River Sockeye salmon prospects, based on answers given by Loyd Royal, director of the International Pacific Salmon Fisheries Commission, to questions submitted by this magazine.

These questions have usually covered a broad field, and Mr. Royal's replies have provided a useful indication of what the industry might hope for with respect to the Sockeye run.

This spring, however, at the time Mr. Royal usually presents his discussion, he was in Rome, with other world authorities on fisheries, attending an international conference.

However, many of Mr. Royal's ideas and expectations for the 1955 Sockeye run are incorporated in the report of the Sockeye Commission, recently issued, from which the accompanying highlights are presented.

● Runs to the Adams River and Chilko areas are expected to be the major contributors to the 1955 catch of Sockeye in the Fraser River-Puget Sound fishery this year, according to the International Pacific Salmon Fisheries Commission.

In the Commission's annual report it is pointed out that the spawning escapement which was available to produce the 1955 run was well distributed, and of sufficient size to produce a run as large or larger than that which occurred in the spawning year 1951.

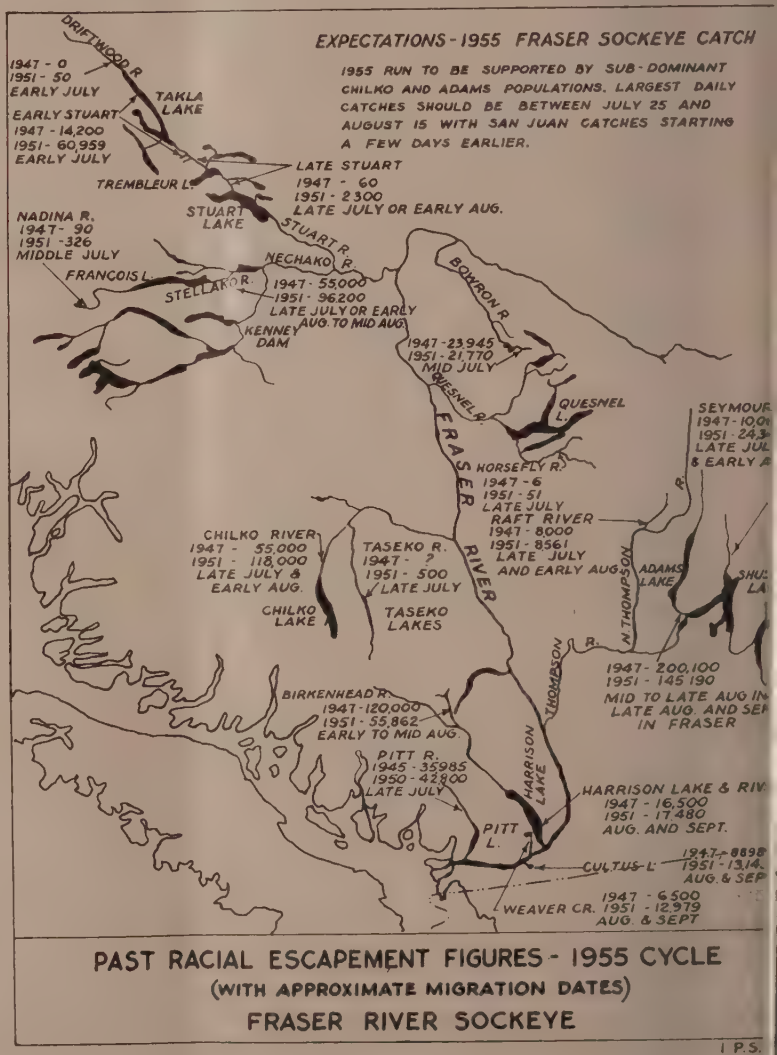
"The temperature during that period of spawning and incubation was below normal", states the report, "but in most instances it was not below that *believed* to be necessary for a reasonable fry survival rate. There is no indication that any existing spawning population located above Hell's Gate is forming a dominant population on this cycle. Sub-dominant populations exist in the Adams and Chilko areas on this cycle, hence the runs to these two areas are expected to be the major contributors to the 1955 catch."

● The Commission takes cognizance of the fact that advance prediction of the size of the Sockeye populations destined for individual spawning grounds has a distinct economic advantage to the fishing industry, and it is necessary for the design of stable regulations to accomplish equal division of the catch and acquire adequate escapement. But it stresses that reliable predictions depend on many inter-relationships.

These relationships, according to the report, cannot be demonstrated without adequate data extending over a period of time long enough to be reliable. Adequate data concerning the spawning populations have been recorded for at least ten years and adequate data concerning environmental conditions during spawning and incubation have been collected for the past six years. It is probable, therefore, that pre-season estimates of the size of incoming populations will gradually become more reliable in the years to come. The report continues:

"Unmeasured factors still exist that either do or could control survival rates. One of these factors is the natural adjustment of productivity of each annual run to form the normal pattern of dominance as rehabilitation occurs. Our understanding of how the natural pattern of annual productivity will form is improving, but the underlying cause is yet to be isolated and positively identified.

"The unknown survival rate in t



ean is a second factor. Fortunately e ocean survival rate appears to be asonably consistent in recent years, it the possibility exists that an unpected low ocean survival may cur. Great difficulties are involved determining the survival rates of imals which are not available for onstant or frequent observation. This an only be counterbalanced by insive investigation during the perds they are available for observaon. Considerable effort is being irected toward obtaining the data ecessary for accurate prediction, but urrent anticipations must be adanced with considerable reservation.

"The relative failure of the 1954 un of three-year-old jacks—preceding the 1955 run—destined for the pawning areas above Hell's Gate hould be noted. In some cases over he past six years the jack run has been a fair indicator of the size of he run of four-year-old adults in the ear following. More than 12,000,000 eaward migrants resulting from the 1951 spawning at Chilko were counted, and large but uncounted numbers of migrants resulting from the 1951 spawning were observed leaving Stuart and Shuswap Lakes. This contradicts the failure of the jack run as a possible indicator of the size of the 1955 run. Poor ocean survival of seaward migrants might be indicated by the poor jack run above Hell's Gate in 1954, but this consideration is contradicted by the rather large runs of jacks returning to the spawning areas below Hell's Gate.

"The Early Stuart run, which is the only population of Sockeye supporting the fishery in late June and early July, is expected to be larger than that occurring in 1954, and it could be larger than the cycle-year run of 1951. No run or combination of runs is expected to be sufficiently large to provide significant catches until the Chilko, Pitt, Raft, and Seymour runs overlap each other in their passage through the fishery during the last ten days of July and the first few days of August. The seaward migration of fingerlings from the 1951 spawning at Chilko is believed to be sufficiently large to provide a decided increase in the 1955 run over that of the cycle-year, provided that the ocean survival rate was normal. Of the runs occurring in late July, the Pitt River run is expected to be next in size to that destined to Chilko.

"The August runs to Birkenhead River and Adams River are expected to be good. The Stellako run could show a decline. Unusually cold water existed during the spawning and incubation period of the 1951 Stellako escapement, and dominance is obviously forming on the 1954 cycle."

Van Camp Expands Oyster Operations

Chicken of the Sea, Inc., a Van Camp Sea Food Co. affiliate, recently made a deal with the city of Eureka, Calif., for a lease of oyster land on Humboldt Bay.

Last year Van Camp began the merchandising of canned *Willapoint* and *Chicken of the Sea* Pacific oysters and oyster stew, under an arrangement with the Coast Oyster Co. of Seattle, who have been packing these items.

Reports from official sources indicate that the Van Camp interests are preparing to raise oysters in both the north and south basins of Humboldt Bay, and also to conduct canning operations in or near Eureka.

* * *

Valuable nets, estimated to be worth $25,000 apiece, and a warehouse on Monterey's Cannery Row were destroyed by fire last month. The warehouse was owned by Roy Martin, Sr., and the nets (purse seines) were owned by Frank Cerrito, Francisco Grillo, and Riso Bros.

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Packing Corporation
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Canners of
PUGET SOUND SALMON
Our BRANDS
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"Golden West"—"Golden Glow"
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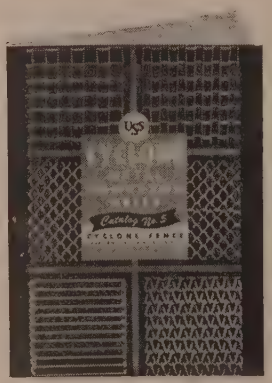

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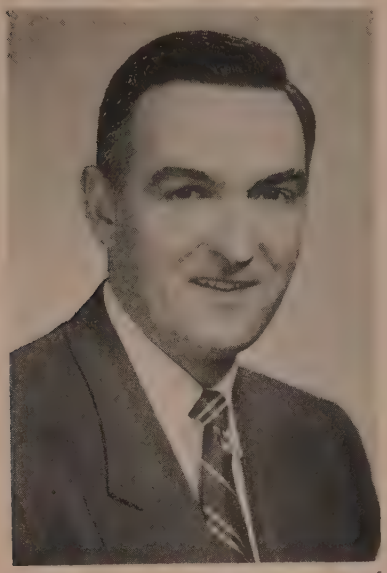


R. J. Contel, new Department Manager of Frozen Food Packaging for Fireboard Products, Inc.

Fibreboard Appoints R. J. Contel Mgr. of Frozen Foods Packaging

B. P. Altick, vice-president in charge of sales, Fibreboard Products, Inc., announces appointment of R. J. Contel, formerly eastern sales representative, to the newly-created position of department manager of frozen food packaging. Mr. Contel will have his headquarters in San Francisco. W. E. Berg, an employee of Fibreboard since 1937, has been transferred from the San Francisco sales staff to replace Mr. Contel in New York.

Onan Electric Plants For Marine Service

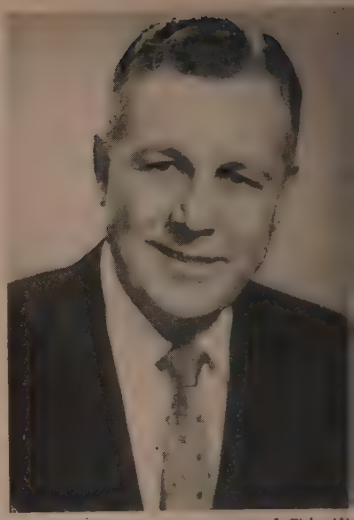
Devoted entirely to the application of Onan marine electric plants and generators, the latest issue of **Power Points Digest,** company publication of D. W. Onan & Sons, Inc., Minneapolis, contains many interesting and unusual product stories.

The many applications described and illustrated include use of a 5-KW Onan marine diesel-electric unit to operate special equipment for erosion-research work; a 3,000 plant to provide current for electric stove, refrigerator toaster, navigating instruments, etc.; and installations on fishery vessels, large and small.

This issue of the Onan publication may be had by writing the manufacturer, asking for **Power Points Digest,** Vol. 10, No. 7.

Bruce Dodds, left, president of Dearborn Marine Engines, recently visited Southern California marine centers with A. D. Disney, right, who, as Disney Marine, is Southern California distributor for the Interceptor line of Dearborn marine engines, Detroit, Mich.

Capt. George Dow, Hall-Young Co., Fishermen's Wharf, San Francisco, marine engine and supply dealers, accompanied by Mrs. Dow, is taking an extended motor tour to the East Coast.



Samuel H. Harrison, manager of Tide W Associated Oil Co.'s western marine dep ment.

Harrison Named Manage Tide Water Associated Western Marine Dept.

Samuel H. Harrison, San Francisco, been elevated to manager of Tide W Associated Oil Co.'s western division rine department, according to H. B. Ha vice-president in charge of the compa western transportation. He replaces Ha J. Wilson, deceased, and will be res sible for all Tide Water's tanker activ on the Pacific Coast. An Annapolis gr ate and a registered professional engi Mr. Harrison joined Tide Water As ated's western headquarters at San F cisco in 1930.

New "Cat" Booklet

"Blueprint For Fishing" is the titl a new two-color, 16-page booklet is by Caterpillar Tractor Co., Peoria, Il which fishing boat owners and oper should be particularly interested. richly illustrated with photos and d ings of typical fishing craft, and con owners' reports testifying to the wor Caterpillar Marine Engines.

Copies of the booklet, Form D525 be obtained from any Cat dealer, or Caterpillar Tractor Co., Peoria, Ill.

Howell of Sterling Motors Advanced to Vice-President

John R. Howell, of Sterling El Motors, Inc., Los Angeles, was appc vice-president in charge of sales at cent directors' meeting. Howell has with Sterling for 27 years, serving as manager since July, 1954, and for six prior to that time as assistant sales ager.

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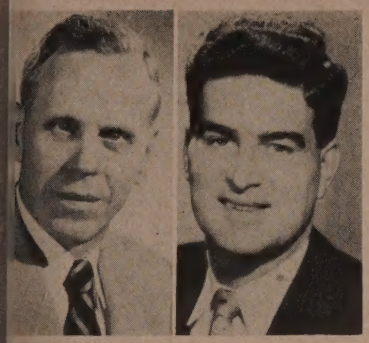

hn C. Elmburg (left), advanced by Fairbanks-orse from Portland branch manager to assistant general sales manager; and **William Wahlenmaier,** who succeeds him as manager of the Portland branch.

airbanks-Morse Men Win Promotion

J. A. Cuneo, Vice President—Sales, Fairbanks, Morse & Co., Chicago, announces he appointment of John C. Elmburg, formerly manager of the company's Portland, re., branch, as assistant general sales anager, effective July 1.

Mr. Elmburg is well qualified for his ew position as he has, during the past 3 years with the company, served as echnical assistant, field engineer, department manager and manager of the firm's oston, Atlanta and Portland branches.

He succeeds Harry L. Hilleary, who retires June 30 after 35 years of service.

Mr. Elmburg is succeeded as Portland ranch manager by William F. Wahlenmaier, who joined the company in 1939, nd since 1954 has been electrical department manager at Portland.

Cummins advances four—R. E. Huthsteiner (left), president of Cummins Engine Co., Inc., Columbus, Ind., congratulates four members of the company on their recent promotions. Mr. Huthsteiner is shown shaking hands with E. D. Tull, now executive vice president of the diesel manufacturing firm. Watching are: R. B. Stoner, newly elected vice-president—personnel; C. R. Boll, also newly elected vice-president—Sales; and P. J. Every, who has been named general sales manager. These advancements were made following the annual meeting of Cummins shareholders in Columbus, April 5.

Sjolander Joins McKay

Lynn N. Sjolander has been appointed to the sales staff of the Harlan C. McKay Co., manufacturers' representative in Oregon, Washington, Idaho, British Columbia, and Alaska. The McKay Co. represents the Capitol reverse and reduction gears manufactured by the Auto Engine Works, St. Paul, Minn., and has its headquarters in Portland, Ore., at 2950 S.W. Vista Drive.

Harlan McKay announces that Sjolander will contact the trade in the state of Washington. For the past fourteen years Sjolander was in the sales department of Motor Parts Machine Co., Seattle, and his address is Route No. 1, Redmond, Washington; phone, a Seattle number, is TUcker 1817.

DeLaval Is Building New Plant at Millbrae

DeLaval Pacific Co., West Coast subsidiary of the DeLaval Separator Co., Poughkeepsie, N.Y., and DeLaval Turbine Pacific Co., will have their new plant on a 2.7-acre site at Millbrae, a few miles south of San Francisco, completed by June 30. The address will be 201 E. Millbrae Ave. Plant, warehouse, office buildings, inventory and equipment will be valued at $580,000. DeLaval Pacific Co., of which Earl Elvidge is general manager, is now located at 61 Beale St., San Francisco.

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After View of the 2HE
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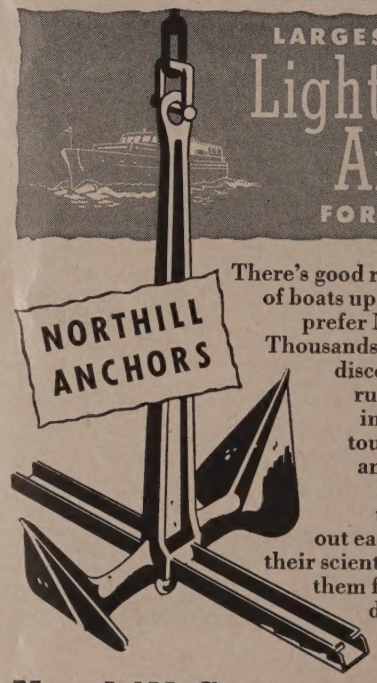

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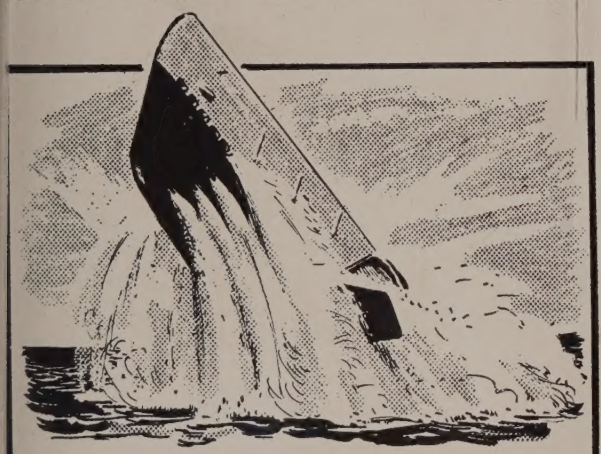

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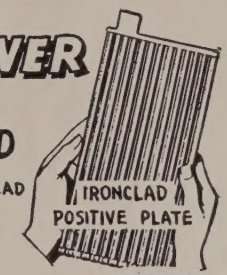

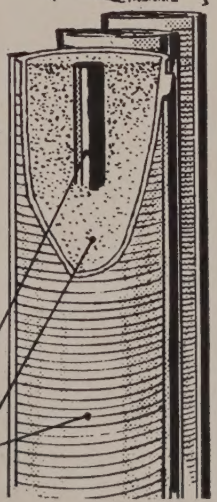

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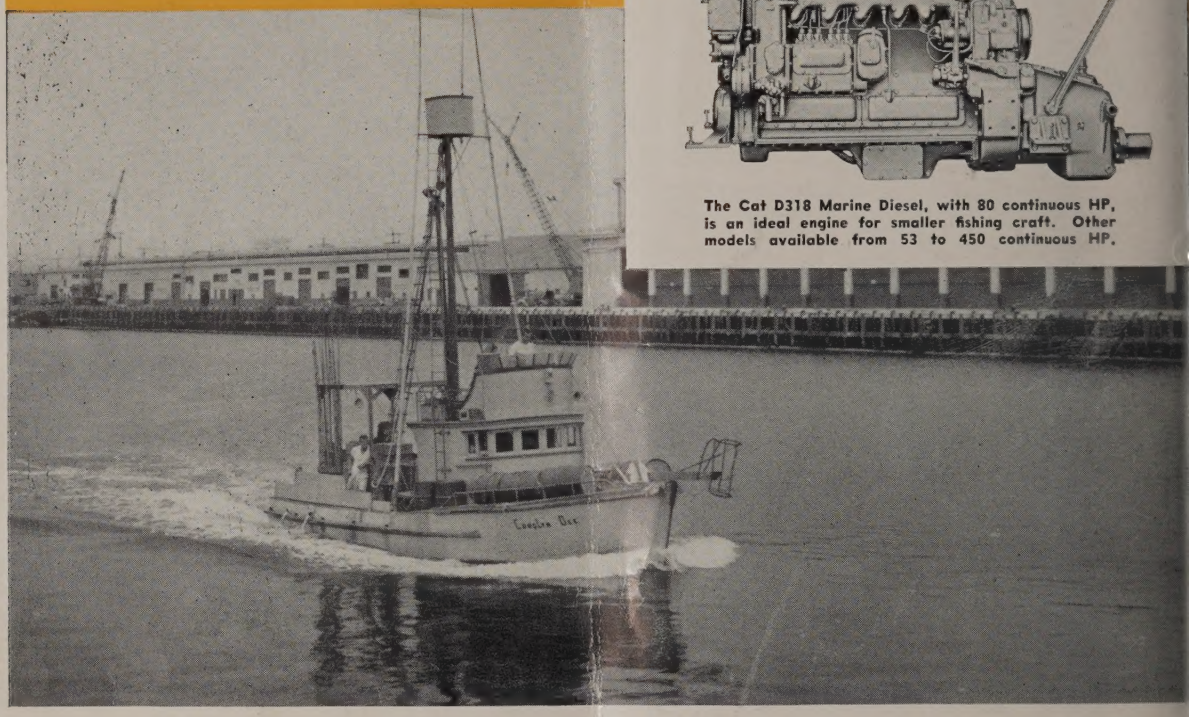

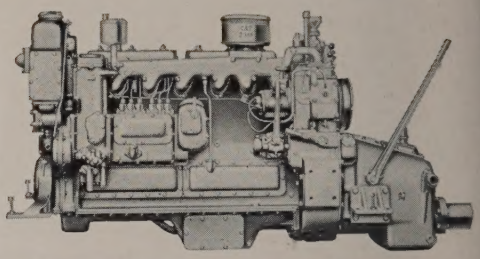

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